

VICTORIAN RAILWAYS

NEWS LETTER

JANUARY



1967



More seats in saloon carriages

TO provide more seats, alterations are being made to all the first-class saloon (AZ) carriages as they pass through the workshops for general body overhaul.

As a result of research which disclosed that the seating in those carriages was unnecessarily wasteful of space, and that the leg room provided was excessive except for male passengers of well above average height, it has been decided to increase the number of seats in these carriages from 48 to 56. This necessitated removal of the intermediate partition in order to obtain an even re-spacing of seats over the full length of the carriage.

The space between the seats is being reduced from 4 ft. 5 $\frac{3}{8}$ in. to 3 ft. 10 $\frac{1}{2}$ in. This is still 5 $\frac{3}{4}$ in. more than the space provided in second class saloon type carriages, where the spacing is 3 ft. 4 $\frac{1}{2}$ in.

The room between seats provided in the altered first-class carriages is still more than adequate, as evidenced by the following comparisons:

New South Wales Railways— first-class saloon carriage <i>Intercapital Daylight Express</i>	3 ft. 5 $\frac{1}{2}$ in.
South Australian Railways— first-class saloon carriage <i>East-West Express</i> , Adelaide-Port Pirie Junction	3 ft. 5 $\frac{1}{2}$ in.
Trans Australia Airlines— Viscount } first-class 3 ft. 727 Jet } to 3 ft. 2 in. DC9 Jet } Tourist 2 ft. 9 in.	

Worth quoting

THEN this week, Mr. Richard Kirby, a finance officer with TAA, took the *Southern Aurora* to Sydney. The service was marvellous. What's more, he received the best suite on the train, reserved especially for VIP's.

It was when they started to call him Sir Richard he realised something was amiss. The railway gentlemen thought he was Sir Richard Kirby, Chief Judge of the Arbitration Commission.

Keith Dunstan—A Place in The Sun
(Or perhaps it was because he was an air line official. Ed.)

For rail fans

THE Victorian Light Railway Research Society is a group that has been formed to assist railway enthusiasts who are interested

in "light railways". Its main field of interest is the privately owned railways and tramways, of all types, that have operated in Victoria; but it is also concerned with the light lines (60 lb. and under) of the Victorian and Tasmanian Railways. The society publishes a quarterly magazine, *Light Railways*, for which the annual subscription is 75 cents. Further information may be obtained from the president of the Society, Mr. F. Stamford, 9 McGregor Street, Canterbury, E.7 (telephone 83 5873)

Locos on the wall

Engineering drawings of steam locomotives and other rolling stock are bought from the Public Relations and Betterment Board by model builders and other rail enthusiasts. Some of the prints are large—ranging up to 7 ft. long. Recently an inquiry was received for a number of the bigger prints. It seems the father of a young rail fan intends to have his son's bedroom walls papered with the drawings.

Money in old pipes

A simple solution to a long-standing problem came to light through the Department's suggestions scheme—and brought the suggestor a handsome cash award.

Crates containing biscuit tins are lifted in and out of rail wagons by means of metal lugs on the corners of the crates. Unfortunately, the

Know your country

"We should go on Reso Tours and learn about the most important country in the world—Australia.

"I have learnt more about my country through Reso than in any other way. This is a wonderful work that the Victorian Railways are doing".

—Cr. Norman J. Oliver, of Bendigo, speaking at the annual meeting of the Brotherhood of Resonians at which he was elected President

FRONT COVER

BEST LOVED and most photographed locomotives in Victoria are undoubtedly the three NA class engines that haul the Puffing Billy Preservation Society's trains over the scenic narrow gauge line from Belgrave to Emerald. The three veterans were naturally very busy over the Christmas period, hauling seven trains each day.

lugs stick up, and they had been poking holes in tarpaulins—a very costly business.

Pondering over this, the suggestor hit on the bright idea of slitting old brake hose pipes and fitting them over the lugs—at very little cost.

Now, there are far fewer tarpaulins to mend, and the tarps can keep water out, as they are meant to.



To protect the tarpaulin, Yard Assistant J. Hartle fits old brake hose pipes to biscuit tin crates.

LONG DISTANCE PASSENGER TRAINS

In this section of a report on long distance passenger trains, Mr. G. F. Brown, Deputy Chairman of Commissioners, discusses present day services, as well as the latest developments, in U.S.A. and Canada.

U.S.A.

ALMOST without exception, railway companies in the U.S.A. and Canada are losing on passenger operations, particularly long distance services. A number of railways would prefer to drop their passenger operations altogether, and concentrate on freight traffic. Definite attempts are being made by some companies to discourage unprofitable passenger traffic; lack of service and poor timekeeping are noticeable on many lines, and some trains are not being properly cleaned.

Generally speaking, the long distance train journeys that we undertook while in the U.S.A. were not enjoyable from the service viewpoint. We found that, although the rolling stock and locomotive power were first class, the service—from booking a ticket until one finally left the destination—could only be described as poor.

Booking offices did not appear to be as efficient as those to which we are accustomed, even though they were sometimes backed by computer systems. Long waits in queues were common, and it was often necessary to pay some excess charge after boarding the train.

In one case, we travelled part way in a sitting carriage on a train on which we had booked a pullman sleeper, only to find that our sleeping compartment was 10 carriages distant from our seat. The train crew, generally, were disinterested in our problem of moving, and it was not until we reached the brake van that the brakeman cheerfully agreed to find the Pullman porter for us.

“Automatic” food dispensers

Refreshment services, in some cases automatic food dispensers, are provided on most long distance trains. Our visits to the automatic food dispensers proved that the title “automatic” was false. The two men employed full time to serve the units could have provided better service from a buffet. The sandwich machine that I attempted to operate would not work, and the attendant was forced to serve me over the counter. Many other faulty machines were noticed during our trip.

Trains not clean

Often trains were not cleaned, the windows being very dirty. In one case, it was obvious that little had been done to clean the train since it left the originating station two days prior to our joining it. A number of trains ran behind schedule throughout the journey, and although the wonderful scenery along many of the routes made our journeys enjoyable, one left the train with the feeling that U.S. railroads did not encourage passengers.

Western Pacific is attempting to get out of the unprofitable passenger business and drop their part of the *California Zephyr* run. This is unfortunate as the route passes through some very scenic country.

New York Central also wishes to drop its part of this run, and the company has stated that it will cease operating all long distance trains, including the crack *20th Century Limited* that runs between New York and Chicago. Short, fast inter-city runs will be established with the hope of providing a profitable service.

High speed services

While many railway companies want to get out of passenger services because they restrict the operation of profitable freight trains, interest is developing in some areas, in the possibility of new high speed services which will be both attractive to the travelling public and economical to operate. This interest is shared by the Federal Government which has made available certain funds for developmental projects. It is generally hoped that, if these prove successful and passenger services have to be maintained and improved, further Government financial assistance will be made available.

The Pennsylvania Rail Road Co.—which had a passenger deficit of \$US41.8 million in 1965—is attempting to win passengers back to rail by a two part project on the New York-Washington line.

The first part includes the upgrading of the 225 mile electrified line at an estimated cost of \$US28 million. This part of the project is being undertaken as a demonstration—or marketing—programme in which the trains will be operated on a schedule of 2 hours 55 minutes, with four intermediate stops. To

maintain this schedule, speeds of up to 110 m.p.h. will have to be maintained on certain sections. The fastest trains at present complete the trip in 3 hours 35 minutes.

The demonstration programme is being undertaken as a co-operative effort between the Pennsylvania Railroad and the United States Department of Commerce to determine if a combination of speed and service will attract passengers back to rail. The hope of the Government is that highway congestion will thereby be relieved and the need for costly new highways reduced.

New trains ordered

For use on this project, the Pennsylvania Railroad is acquiring 50 self propelled, electrically driven, multiple-unit carriages costing over \$US400,000 each. They have been ordered from the Budd Company for delivery next year.

Twenty will be carriages seating 80 each and a further 20 will be snack bar carriages with 64 seats, and, at the centre, a modern electronic food service area. In addition, 10 will be parlour cars, each with 34 seats. There will be one control unit per carriage capable of controlling trains in units of from two to 20 carriages.

The carriages will be the ultimate in luxury and a departure from the conventional. All floors will be carpeted; there will also be carpeting on the side walls and ceilings for better sound absorption and appearance. Heating will be by electrically warmed air from window level vents.

Female voices

In an effort to make train announcements more pleasant and intelligible, they will be pre-taped with an attractive female voice. Public telephones in each parlour car and snack bar carriage will provide communication from the moving train through the public telephone system to any point in the country.

Capable of 160 m.p.h. these trains will operate initially at speeds up to 110 m.p.h. The number on the New York-Washington run will be expanded to at least an hourly service from early morning to late at night.

The Department of Commerce is contributing \$US9.6 million towards the total cost of the carriages, which will be about \$US21 million.

The money has been granted with the provision that, if the programme turns out to be profitable, the railway will re-imburse the government from such profits.

The second part of the project comprises a testing programme. Carriages laden with instruments will travel at speeds up to 150 m.p.h. over a special 21 mile section of the track between Trenton and New Brunswick, New Jersey. Four multiple-unit carriages have been built by the Budd Company for the high speed test programme. The Department of Commerce, which is sponsoring the tests, is meeting the costs of testing, rolling stock and the upgrading of this section of track. Testing is expected to begin early next year.

Gas turbine trains

Besides assisting P.R.R.'s test and demonstration projects, the Department of Commerce is providing money for the demonstration of gas turbine trains between Boston and Providence on the New York, New Haven and Hartford Railroad.

Initially, these trains—capable of 160 m.p.h.—will be operated up to 90 m.p.h. and will provide return service between Boston and Providence. After six months of testing, beginning next March, it is expected that the service will be extended, to run between Boston and New York. It is hoped that the gas turbine trains will cut more than an hour off the present running time of 4 hours 15 minutes.

The demonstration trains are being acquired on a \$US2.1 million lease maintenance agreement between the Department of Commerce and the manufacturers—United Aircraft Corporation. Two train sets of three carriages are being leased. They are the same design as those being built by United Aircraft for Canadian National Railways.

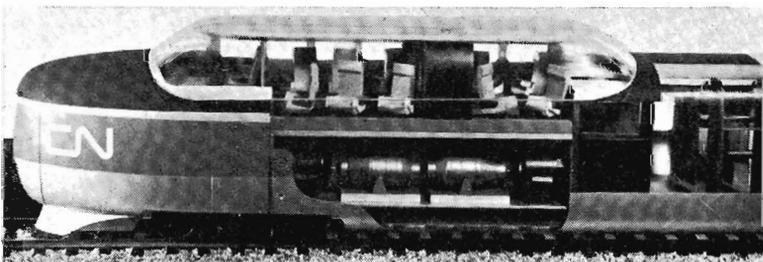
\$US90 million programme

Both these projects are part of a \$US90 million high-speed ground transportation research and development programme. Special attention is being paid to the north-east corridor region that stretches between Boston and Washington. With more than 40 million people, this is the most densely populated area in the United States. Inter-city traffic is extremely heavy and huge amounts of public money have already been

poured into airways and roadways. The Government realizes that in the next few decades, billions of dollars are going to be spent on transportation in some form, and it wants to be sure the money is used to the best possible advantage.

Movies on trains

In an attempt to win back passenger traffic which has been lost to air and road transport, the joint Chesapeake and Ohio Railway—Baltimore and Ohio Railroad is using a novel approach. On their two crack trains, *Capitol Limited* and *George Washington* which run between New York—Chicago and New York—Louisville respectively, they are showing newly released moving pictures. To make the public aware of this service the company is advertising in the theatre sections of the daily papers.



Model of a motor carriage of gas turbine train for the Canadian National Railways. Capable of speeds up to 160 m.p.h., the trains will give a fast and frequent service between Montreal and Toronto. The first two will be delivered in April, this year.



Mock up of a self-propelled, electrically driven, multiple-unit rail-car ordered by the Pennsylvania Railroad Co. to attract passenger traffic for its New York-Washington service. Fifty will be required at a cost of over \$US400,000 each.

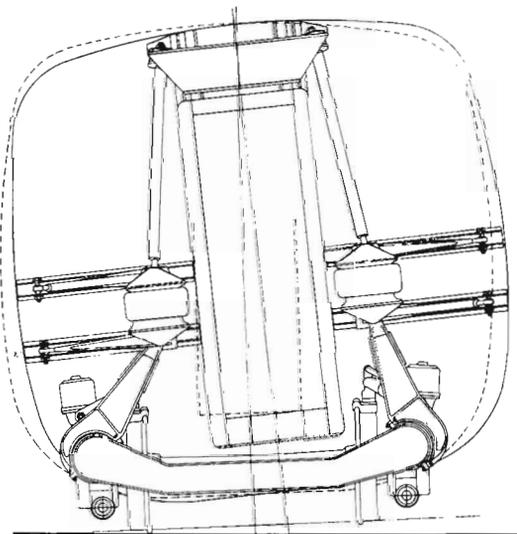


Diagram of suspension system for Canadian National Railways gas turbine trains. This suspension is designed to minimize swaying and lurching of train on curves. As seen from the end of the carriage, the unbroken line shows the outline of a carriage fitted with conventional suspension, as it would be positioned when taking a curve. With the pendulum type suspension, the body takes up the position shown by dotted line.

One of the good medium-distance trains in which we travelled while in America was on the Canadian National Railways between Montreal and Ottawa. This train was very clean and the service was good.

C.N.R. officials are of the opinion that the passenger train acts as a shop window for any railway system. Therefore they have adopted the policy of ensuring that their medium and long-distance trains provide a first-class service.

C.N.R. gas turbine trains

The Canadian National Railways have signed a lease-maintenance contract with the United Aircraft Corporation to supply five 7-car gas-turbine trains, the first two of which will be delivered in April, and the balance by June, this year.

The trains, which will be capable of 160 m.p.h., will provide a fast and frequent service on the heavy traffic route between Montreal and Toronto.

Motive power for each turbo train will be contained in a domed passenger carrying carriage, of which there are two to each train set of seven carriages. The leading vehicle will haul the train while the rear one pushes. On the Montreal—Toronto service, each train will be made up of two train sets operating in tandem, making in all, four domed vehicles—one at each end and two in the middle—together with 10 intermediate cars.

There will be three turbines in some power-dome units and two in others, two are to drive the train and the third is linked to a generator to supply the train's electrical requirements. The turbo-trains' heating and air-conditioning will be electrically operated.

Aerodynamic lines

To reduce dead weight and air resistance, the trains are designed along aerodynamic lines. They will be almost entirely of aluminium construction. As shown opposite, the nose of the train has a long streamlined look. The sides and roof are curved, the aluminium skin is smooth, windows are flush, and smooth outer diaphragms are used between carriages.

To further reduce weight, single axle suspension has been substituted for the 2-axle bogies in use on conventional equipment. Weight has been cut to such an extent that the unladen weight of two 7-car trains

in tandem is approximately one-quarter that of a conventional train of equal seating capacity.

Floors of the carriages on the new train will be only 32 in. above rail, 10 in. lower than C.N.R.'s conventional carriages. The carriages will also be wider and lower than conventional equipment.

As outlined in the diagram opposite, the suspension system has inclined supported links acting through air cushion springs which, in turn, support the carriage. This gives a pendulum-like effect, so that, on curves, the carriages will bank inward, not outward as does conventional equipment. As a result, passengers will not be conscious of swaying and lurching on curves.

Guided axles

Also contributing to the better riding qualities will be the trains' guided axle system. By the use of a *turnbuckle* device, the train will be positively steered, and will not depend on the wheel flanges for that purpose. Consequently there will be reduction in wear on both wheels and track, and greater passenger comfort.

Ease of maintenance will be a design feature of the turbo trains. All wearing components, whether turbines, axle sets or air conditioners, will be replaceable within an hour. It will thus not be necessary to hold carriages out of service for lengthy periods.

These trains have also been designed with passenger comfort in mind. They will be carpeted throughout, with tinted glass and adjustable blinds for each window, soft indirect lighting, and individually controlled reading lights for each passenger.

Parlour car passengers, who will occupy about 25 per cent. of the passenger space, will be served meals and drinks at their seats, from airline-type food galleys in each carriage. Other passengers will have service centres at several points on the train where they can obtain food and refreshments to take back to their seats. In all carriages there will be a foldaway table tray at each seat from which meals will be eaten.

The turbo trains will be slightly pressurized to prevent dust from entering the carriages, and also to give a quieter ride by isolating passengers from outside noise.

JET-POWER

The jet-powered train which was recently "tested" between Butler, Indiana, and Stryker, Ohio, by New York Central Railroad must, at this stage, be regarded as a *gimmick*. In U.S.A. it was accepted as such, and its main purpose was, in all probability, to distract attention from New York Central's announcement, at that time, that their long distance train services were to be suspended.

The jet train, in its existing condition, could not operate in built-up areas, or on lines having overhead equipment on bridges. The heat and noise from the jet engines are a problem that must be overcome before such trains become a practical proposition.

SUMMARY

Summarizing, it can be said that long distance passenger trains can only provide a profitable service where traffic density is high. At present, this situation exists in Japan and accounts for the success of the new Tokaido line. Few lines in U.S.A. or Canada are attracting sufficient passengers at present. But there is a growing realization, that, as is the case with suburban travel, more toll roads and freeways are not the complete answer. In U.S.A., the Federal Government is allocating funds—not only to improve suburban services—but also to improve those in densely populated areas, services in areas of high living density where it can be seen that rail will be the major factor in medium-distance movement.

The public are looking to the railroads to provide a faster and safer service on medium-distance runs where airways cannot compete successfully, because of the fixed time involved between home or hotel and the aeroplane. There is a need, which must be met, for long-distance trains, even though such trains will, in most cases, operate uneconomically. The public have a right to this service.

Victorian country trains provide a service that compares favourably with those we travelled on overseas; and our interstate trains, although not as fast as the super expresses of Japan, provide a degree of comfort in their sitting cars and roomette and twinette sleepers that is better than most. (See letter on "Southern Aurora", page 13. Ed.)

PEOPLE BEHIND THE COMPUTER

THIS, the second article dealing with the staff of the Data Processing Section, gives brief sketches of the manager, systems programmers and methods analysts.

RODNEY Simpson, Data Processing Section's manager, began his interest in computers in 1959, and this led him overseas, in 1964, to study European railways' computer programming. Joining the Department as a Rolling Stock Branch junior clerk in 1954, he gained metropolitan and country railway experience, mainly at locomotive depots, and then transferred to the Secretary's Branch. He is studying for the Associate Diploma of Mathematics.



METHODS Analyst Colin Pickett began his railway career in the Rolling Stock Branch as a junior clerk in 1948. A year later he transferred to the Secretary's Branch and gained experience in practically every section of that Branch. In turn, he was secretary to the Deputy Chairman of Commissioners, Discipline Board Prosecutor, Staff Clerk, assistant to the Commissioners' Special Officer, Staff Board Senior Clerk, and a Methods Officer in the Management Services Division.



GEOFF Wallace has brought extensive experience of the Department's store-keeping system to his position as Methods Analyst. He is the Stores liaison officer in the Data Processing section dealing with the introduction of stores inventory and cost control. Geoff, who joined the Department as a Stores Branch junior clerk in 1948, was at Newport Workshops Storehouse for four years, and then spent six years at Spotswood Workshops Storehouse as senior rates clerk and order clerk.



NEARLY thirty years railway accounting background led Ron Jones to his present position as Methods analyst. He started as an Accountancy Branch junior clerk in 1936, and in 1940 joined the A.I.F., served in the Middle East, then transferred to the R.A.A.F. as a Navigator-Wireless Operator. Returning to the Department in 1946, he gained experience in machine accounting, was a pay-rolls officer, and became acting supervisor of the Machine Accounting Section. Ron, a V.R.I. councillor for the past 10 years, was V.R.I. Treasurer 1955/66.



JOINING the Department as a lad messenger in 1943, John Conheady "burnt the midnight oil" to qualify as a junior clerk. He later followed his *yen* for learning by gaining his certificate to become an Associate Member of the Institute of Transport, and then passed examinations for Supervision and Personnel Management certificates at the Royal Melbourne Institute of Technology. Now a Methods Analyst, John had wide experience in the Traffic Branch that included being secretary to the Main Line Board of Inquiry. He came to the Secretary's Branch in 1962.



SYSTEMS Programmer John Davis has been "figuring it out" for the Department for 24 years. He joined the Accountancy Branch as a junior clerk in 1942 and spent most of his time in the Mileage Statistical Division and the Chief Bookkeeper's office. He was appointed to the Data Processing Section in 1960. John was a naval signalman in the R.A.N. from



1944/47 and served in the Pacific Islands.

A varied career—including service with a leading English bank, the British Army, and the London Metropolitan Police Force—preceded Systems Programmer Terry Tuvey's migration to Australia to join the Department as a station assistant in 1960. He later became a signalman and was promoted to assistant station master. Transferring to the Data Processing Section in 1964, he was appointed a programmer, which led to his present position as systems programmer.



THE Electrical Engineering Branch gave Murray Robinson valuable background for his present position as systems programmer. Starting his railway career in that Branch as a junior clerk in 1955 he worked in the offices of the Distribution Engineer Overhead Depot, Timekeeper, and Stores and Tariffs. He came to the Data Processing Section in 1964. Murray is studying for his Diploma of Information Processing.

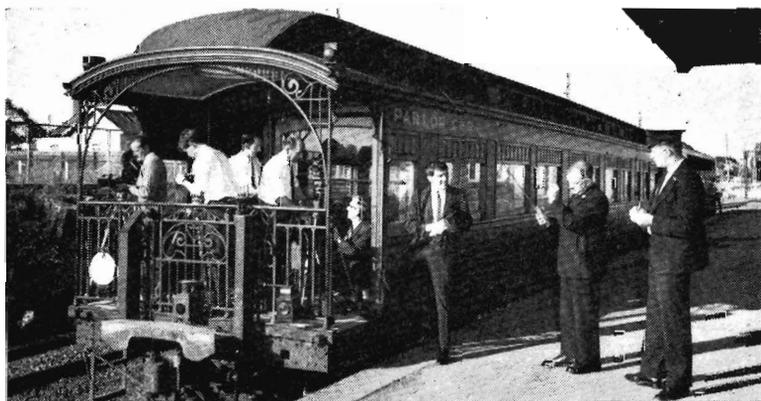


APPOINTEED to the Data Processing Section in 1964, Systems Programmer John Pex hails from Holland. He came to Australia in 1952, and in the same year joined the Department as a clerk in the office of the Superintendent of Melbourne Yard. This was followed by experience in the Superintendent of Freight Operations office and in the Estate Office of the Way and Works Branch. He is studying part time for his Bachelor of Arts degree at Melbourne University.





At Broadford, *Yarra* speeds ahead of *Southern Aurora*.

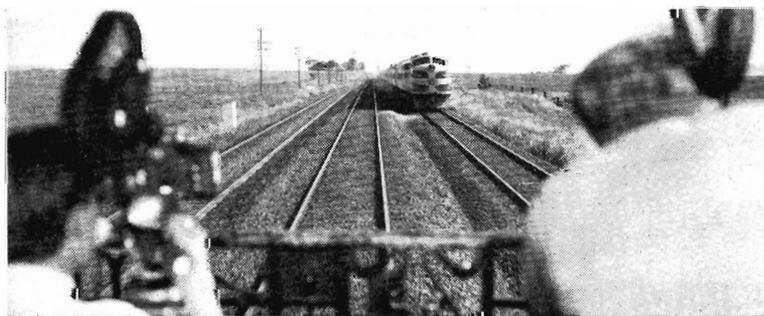


Cameramen go aboard *Yarra*. At right, Special Guard A.W. Burton tests radio.

SHOOTING SOUTHERN AURORA

FOR an employment film being made for the Department, tracking shots of *Southern Aurora* were required. So, out of storage came that fine old period piece—the *Yarra* car, formerly the parlour car attached to the *Sydney Limited*, but now stored for use by rail enthusiasts (*News Letter*, January 1965). And on to the platform once trodden by Prime Ministers and prima donnas, crowded a group of cameramen that also included Departmental photographers.

On the broad gauge track from Seymour to Broadmeadows, *Yarra*, hauled by an S class locomotive, led *Southern Aurora* on standard gauge. To maintain the distance required by the cameramen, enginemen's instructors in the cabs of the diesels communicated with each other by means of *walkie-talkie* radios.



View from platform of *Yarra* as cameramen record *Southern Aurora*.



Second heat of the Under 35 Shunters' Handicap.



Alf Whittaker (right) is congratulated on his win in the "Contributors' Old Buffers Handicap".



Brian Kelly (right) smiles happily after winning Under 35 Handicap.

SHUNTERS' PICNIC

On Sunday November 27, the Shunters Section of the A.R.U. held its 38th annual picnic at Central Park, Eltham. Over 500 travelled by special train that left St. Albans at 9 a.m. Pictures show what a successful, event-packed day it was.

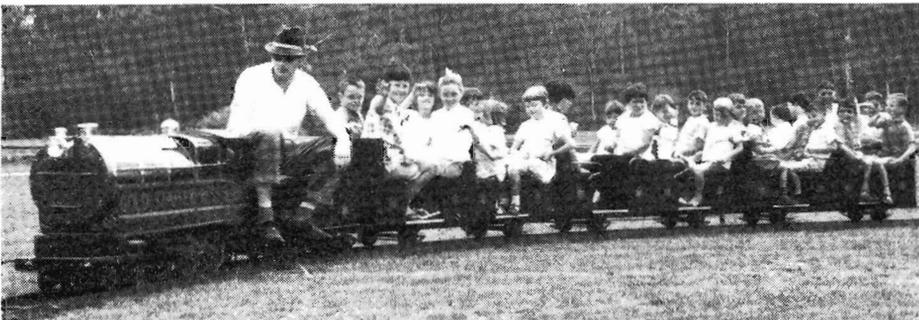


For Community singing, M.C. Ron McCallum holds microphone for Colleen O'Flaherty.



Even if you don't win, it's good exercise.

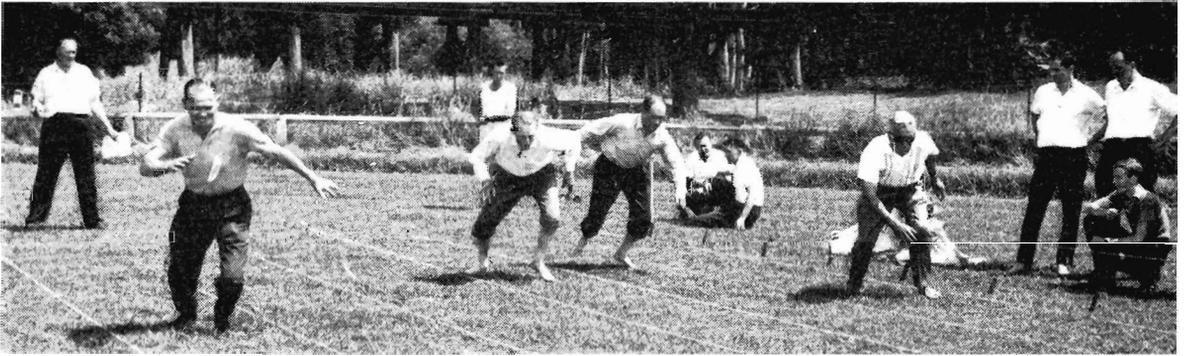
▼ Good passenger loading on the *Gold Star Express*.



Best time of the day.



Close finish in second heat of the Shunters' Handicap (35-45).



Keen starters in the "Old Buffers" event.



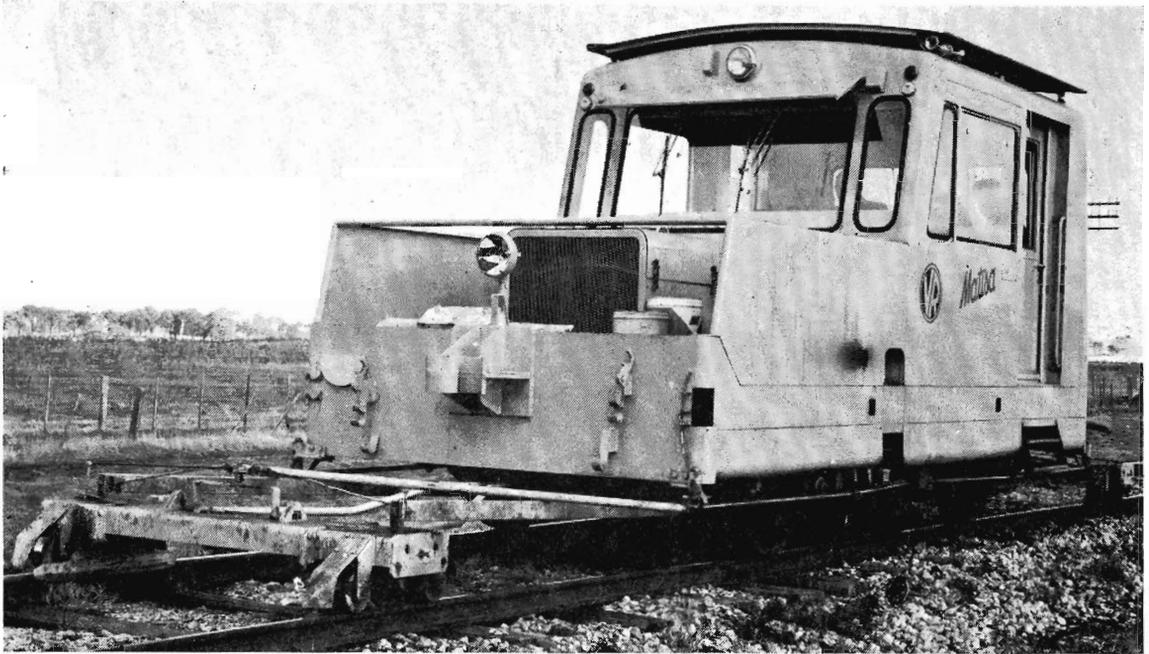
Finish of the Open Handicap Final.



Single Ladies Open Race.

One of the many family groups who enjoyed a picnic lunch or barbecue under the shade of the trees.

NEW TRACK MACHINES



Matisa Track Recorder Car

THE new Matisa Track Recorder Car that was bought last May, is enabling the Department to plan a well-organized and efficient track examination programme in country and suburban districts. It has completed recording lines carrying passenger traffic and is at present engaged on a second run-through of the system, in which all lines, including those carrying goods trains only, will be recorded.

The Recorder Car—a diesel-powered vehicle weighing about 10 tons, with cabin-seating space for seven men—carries an operator and a driver, who, while the machine is recording, are accompanied by the Road Foreman and ganger responsible for the maintenance of the section of the line on which the recorder is working.

The recording is registered on a chart, which moves through the recording mechanism at a speed proportional to that of the Recorder Car, the recording being done to scale. While the recording operation is in progress, trolleys placed ahead of, beneath, and at the rear of the machine detect variations of gauge and alignment and of undulations in the rails. Superelevation (height of one rail above another) is also recorded.

The measurements are mechani-

cally transferred to pens, each of which traces a continuous line on the chart. Also recorded is the speed of the Recorder Car; the average is 15 m.p.h. while recording, and 30 m.p.h. when the recording trolleys are retracted.

The completed charts are folded and bound in loose covers, and, after analysis at Head Office, sent to the District Engineer for planning his track maintenance programme. They present an accurate picture of the characteristics of the track under load, and allow ready comparison of lines and accurate location of places requiring track repairs.

It is anticipated that the Matisa Track Recorder Car will be programmed, in future, to cover the system twice each year.

New tamping machines

Recently delivered, were three medium class electromatic tamping machines, which incorporate in-built, manually controlled, hydraulic jacking and levelling devices, and an automatic tamping cycle. These new machines will replace the oldest of the broad gauge tamping machines, now reaching the end of their useful life.

The Department, also, recently fitted an automatic jacking device to its standard gauge tamping machine,

which has greatly improved the efficiency of the surfacing gang working between Melbourne and Albury.

Automatic machines demonstrated

During the past two years, two private firms have demonstrated modern automatic tamping machines on the standard gauge line between Melbourne and Seymour. They had in-built jacking devices, which raised the track to the final level for tamping. In addition, they automatically added sufficient lift to eliminate sharp undulations in the track, and simultaneously adjusted the cross level.

A reference line, to which the track was lifted, was provided either by a beam of light, or a taut wire between the tamping machine and a buggy propelled at a fixed distance ahead. When the track was lifted and levelled by the jacking system, the tamping cycle began, during which the ballast was squeezed and vibrated under the sleepers.

While tamping straight track, all the operations, apart from the control of the movement of the machine along the track, were done automatically, the tamping cycle being terminated when a pre-determined pressure was reached in the ballast being tamped.

(The broad gauge tamping machines now in use have no in-built jacking and lift control mechanisms ; this phase of the work is carried out ahead of the tamping operation by manually controlled jacking machines. The tamping cycle in the machines is manually controlled to suit the ballast condition).

The elimination of manual controls, together with the speeding up of tamping and propelled operations by modern hydraulic systems, resulted in a considerable increase in the rate of the work done.

The automatic machines are best suited for maintenance work involving light surfacing lifting, which they can do three to four times faster than manually operated machines.

The Department's broad gauge machines have been mostly used—in conjunction with relaying and re-conditioning gangs—for work involving heavy track lifting, for which the rate of production was suited to the overall production rate of the gang.



In the cabin, Actg. Road Foreman W. McConville observes the tracing by the pens.

VANDALS

THE vandals who persist in wrecking the Altona train in the hope that the V.R. will give the Shire a new one, need their heads examined.

I can't imagine any sane railways director allotting a new train to Altona for the night run after seeing the condition of the old one. Damage caused by these vandals will probably force train fares to go up in order to meet costs of repairs. So the people that do these things are only digging their own grave ; un-

fortunately, though, other people have to suffer for the senseless pranks of these vandals.

(Altona "Star", 17/11/66)

A LONG HAUL

A report from Tokyo claims that a firm of Japanese consulting engineers has been asked to undertake advance study work for a railway project to link Saigon in South Vietnam, with Istanbul in Turkey. The railway would run via India and Syria, requiring 6,500 miles of track. Unfortunately, no other details were given.

APPRECIATION

Euroa

MAY we thank you for your help in returning the box of wedding flowers to Echuca last week. We are very grateful for your co-operation as the flowers were very special, and due to the weather were irreplaceable when they went astray. They arrived the same night at Echuca, were revived, and proved to be in excellent condition.

It is very gratifying to receive such co-operation from your department—which we always get at this end—and very nice to know that the same cheerful service extends to your station.

We have always used the Railways for these parcels, and only once in a dozen or more years have we actually lost a consignment, . .

—Jean Waters Floral Studio writing to Stationmaster, Euroa

Group travel

ON behalf of the Box Hill North Combined Churches, I would like to express our appreciation to Mr. Kellan for the co-operation received in making our steam train outing to Healesville on Saturday, October 22, an extremely successful event.

For my part I will have no hesitation in recommending to other groups the service and co-operation that can be offered by the Railways in arranging an outing of this kind.

—G. W. Steinicke, writing to the Superintendent of Train Services

SWANSTON STREET BRIDGE GIRDERS TO BE RENEWED

MAJOR girder renewal work on the Swanston Street bridge over the railway lines, near Flinders Street station, will begin next month. The work will affect transport on the bridge for about eight months.

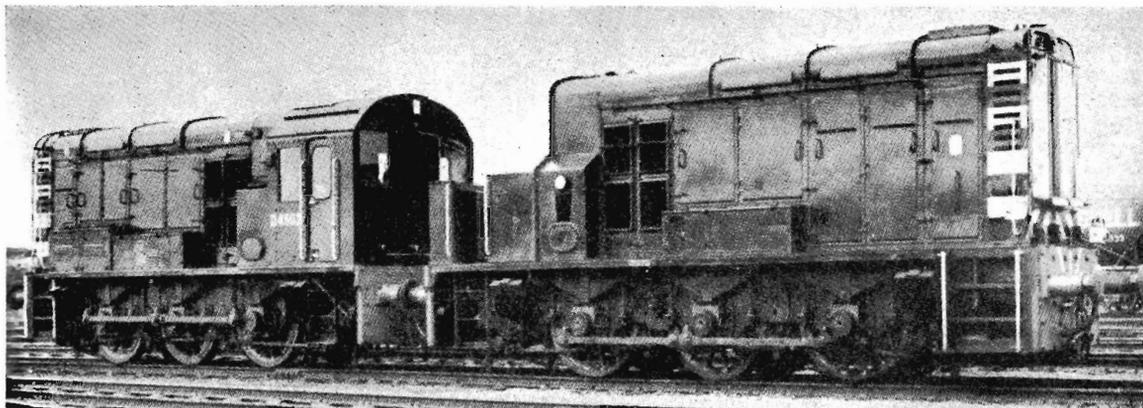
Special arrangements are being made to minimize disruption to train, tram, and road traffic. Most of the work will be done at week-ends. As overhead wiring for supplying power to trains will be progressively disconnected under sections of the bridge, there will be no week-end "through" trains to and from lines on either side of Flinders Street station under the sections being renewed at that time. Passengers will change trains at Flinders Street to continue their journey to other stations. There will be some platform changes for country and suburban trains.

Tram lines on the bridge will be removed to allow access to bridge girders and, consequently, a shuttle bus service will replace some week-end tram services over the bridge. Road vehicles will be restricted to single lane travelling on either side of the tram tracks.

The bridge was built in 1887. It was then 275 feet long and included tunnels that housed cables for Melbourne's early cable trams. With the building of the present Flinders Street station and additional platforms and tracks in 1906, the bridge was extended to 363 feet. In 1944, the tram cable slots in the bridge decking were covered over and sealed in the bridge road surface.

The girders to be renewed are the original ones used when the bridge was built and extended.

LINES FROM OTHER LINES



One of three 700 h.p. hump shunting locos at Tinsley marshalling yard.

Composite hump shunters for B.R.

THE need to provide adequate adhesion for hump shunting has been a problem on British Railways since the disappearance of steam. Before the changeover, 8-coupled tank locomotives of 90 to 100 tons were used and these were progressively replaced by the standard 48-ton 3-axle 350-h.p. diesel-electric shunter which can provide a tractive effort on dry rails of over 30,000 lb.

This performance was adequate for most of the loads brought in by steam traction, but with the concentration of loads into block trains between main yards, and diesel locomotives handling consistently heavier loads, a single 350-h.p. shunter became insufficient. To meet this situation the doubling-up of the hump locomotive with a second, drawn temporarily from other duties in the yard, became general but has not been altogether satisfactory, and in several yards two standard shunters have been allocated to the task permanently and coupled together.

To introduce a few non-standard units to obtain the adhesion needed would have been unsatisfactory. This called for excessively high axle-loading or the use of four axles. To overcome the problem at the new Tinsley marshalling yard, three composite units were provided.

These each comprise a master and a slave with the driver accommodated in the former. Each locomotive has been made up of two standard 350 h.p. three-axle diesel-electric shunting locomotives.

A radio telephone provides two-

way communication between the locomotives and the yard signal box or main control tower.

—(*The Railway Gazette*)

Celery by rail

MANY of the market gardens that were once a pleasant feature of the outer suburbs of every large Australian city have disappeared under the roads and foundations of new suburbs. Today, some commercial vegetable gardens have moved to new locations, often to other States, hundreds of miles from their markets.

This dispersal to more suitable growing areas has been made possible by the modern fast freight services now available—reliable services, that regularly deliver perishable products in fresh, crisp condition to the designated market, and at the appointed time.

Top grade celery, for instance, due to the favourable climatic conditions, is grown in large quantities in South Australia and quickly delivered by rail to the markets in Melbourne, Sydney and Brisbane.

During the 1965 season, 107,801 crates of celery were railed to Sydney, and 9,681 to Brisbane. During the peak period between February and October, six vans go to Sydney and one to Brisbane each week; individual vans often carry 588 crates of celery.

The vans used for the celery traffic are the RX class (timber framed and fibre glass insulated) vans of the SAR, with a payload of 33 tons. Fitted with high speed oscillating control roller-bearing bogies, suitable for express train oper-

ation, the vans are also ice cooled, the ice being stored in two bunkers, each with a capacity of half a ton.

The rapid increase of this traffic between the States is due to several factors—the growing co-ordination of sea, road, and rail operators, the standard gauge line now operating between Sydney and Melbourne, the bogie exchange centre at Dynon (Melbourne), and the use of high-speed modern rolling stock.

Air cushion trains for France

THE French Government has decided to go ahead with the construction of overhead, inter-city monorail lines for 250 m.p.h. passenger trains running on air cushions. (*News Letter*, October '66)

A full-size experimental line is expected to go into service in 1968.

The "aero-train" will run overhead on a concrete track shaped like an inverted "T" linking cities about 60 to 90 miles apart, like Paris-Orleans, Lyons-Grenoble or Rouen-Le Havre.

The first model of a 30-foot cabin seating a driver, engineer and four passengers, recently underwent successful trials near Paris. (*The Australian Financial Review*, 2/12/66).

The future of British Railways

THE main theme of the White Paper on Transport Policy published by the British Government last year is the need for co-ordination of all aspects of transport together with improvement of public transport, and technological advance over the whole field.

A substantial railway network will continue to be necessary for Britain. Most railway services will continue to be operated on a commercial basis, especially the types of service which railways are particularly well adapted to give, such as fast inter-city passenger services, and long-distance bulk haulage.

The financial structure of the British Railways Board is to be re-organised, with the Government relieving it of the cost of running unremunerative services, which are needed on social grounds. Where such services meet mainly local needs

the local communities concerned may eventually be required to bear the cost. The Government is to make available 'on a proper economic basis' capital for modernisation and other necessary investment.

The Government is to decide on and announce as soon as possible the general size and shape of the future railway network, which is to include : (a) a network of trunk routes linking the main centres of population, industry and commerce (b) secondary lines feeding the trunk network,

including some to be developed to carry heavy flows of freight (c) certain consumer routes around the main centres of population (d) certain lines essential to the life of remote areas.

Though no figures are given in the White Paper, the target is expected to be a system of around 11,000 to 12,000 route miles, which compares with 13,000 to 14,000 route miles at present, 17,000 before the cuts made during the period of Lord Beeching's chairmanship of the British Railways Board, and about 8,000 if closures necessary to make the entire system financially viable were carried out.

RAIL USERS SAY ...

Southern Aurora

THIS company recently had a visit from an American executive of a company with which we are affiliated. He travelled with his wife from Sydney by *Southern Aurora*, and was so impressed with the service and particularly the friendly attention of the train staff, that he returned to Sydney by the same means. This gentleman, who is widely travelled in America and Europe, made the interesting comment that it was the finest train on which he had ever travelled.

I farewelled him when he left Melbourne and was entertained by him in the Lounge Car, and must say that I found that his judgment was quite sound. I was also present when the conductor greeted him and placed his baggage in the sleeper, and I was impressed with the conductor's friendly attitude, clean and tidy turn-out and the general spirit of all those working on the train.

One so frequently hears criticism of Australian hotels and travel services that it is pleasing to hear an experienced overseas visitor speak so favourably. I have decided on my next business trip to Sydney to travel by train, firstly because I think it will be more restful, and secondly because it is undeniably more economical. . .

—*J. W. Hutton, Manager for Victoria, Clifford Love & Co. Ltd., North Melbourne, writing to the Chairman.*

Geelong

I should like to thank you for all the help that the Geelong Branch of the Road Motor Service has given our Junior Red Cross Circle this year. Through your help we have sent over 500 books for the library of a school which we have "adopted" in Papua.

—*L. N. Burns, Leader, Junior Red Cross Circle, Bostock House, Geelong*

Church of England Grammar School, writing to Mr. W. H. Wallis, Road Motor Service, Geelong Railway Station

Essendon

I wish to send a word of commendation and appreciation for the way in which an Essendon officer (Mr. L. W. Ralph—Ed.) dealt with the school-boys and their behaviour while we were waiting on Essendon station yesterday between 4.15 and 4.30 p.m. He patrolled the platform, where the boys were throwing crackers, indulging in horse-play and generally misbehaving. He dealt calmly and firmly with at least two offenders and took them to the office . . .

A. M. McCance, Balwyn, writing (4.11.66) to the Secretary

Scouts

I would like to express my appreciation for the assistance provided and the lengths to which the officers of your Department went in order to ensure a comfortable and most successful trip to Shepparton over the weekend, October 29–30, by members of the 7th South Moorabbin Scout Group. *O. E. Wallis, Group Scout Master writing to the Chief Commercial Manager*

From Ford

On behalf of the management of Ford Australia, and in particular the Traffic Operation, I would like to express to you our appreciation for the assistance and co-operation of your staff on the occasion of the launching of our new XR product range.

In particular, I refer to the combined co-operation of the Truck Control Staff with your Traffic Department. They helped us to meet our announcement commitment for interstate vehicles, and made no

small contribution to the success of this launching.

B. L. Burton, General Purchasing Agent, Ford Motor Company of Australia Ltd., writing to the Chairman

N.Z. look at V.R.

DURING my visit to Australia in November I had the pleasure of travelling on your system from Albury to Melbourne and return, and in some of your electric trains around Melbourne.

I was very impressed with the extremely complex problems you have overcome in giving your customers the service they require.

I travelled several thousand miles by car as well as by train, and I cannot help but compare the vastness of Australia and its railways with our own here in New Zealand. I don't think we really realize how small this country is until we start touring in Australia.

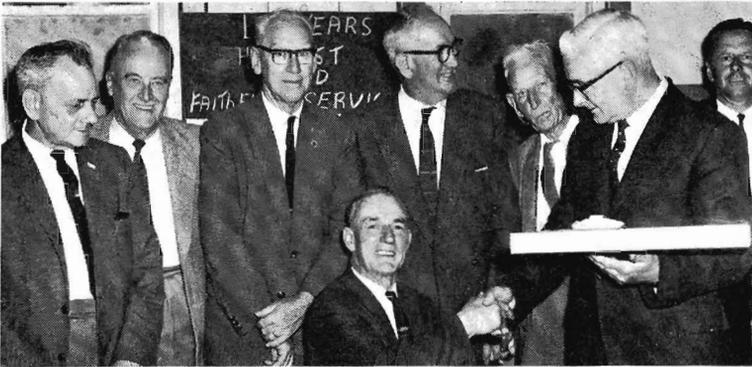
To travel in a first-class car in N.Z. from Wellington to Auckland, a distance of about 435 miles, is usually looked on as something of a necessary ordeal, but my wife, daughter and myself climbed into the *Riverina Express* at 8.15 a.m. at Strathfield, and stepped out at Albury, 11 hours later, just as fresh and clean as when we stepped in. The same applied on our journey from Albury to Melbourne and back on *Spirit of Progress*.

As an ex-engine driver I was very keen to see as much of your locomotives as possible. This I did at the South Dynon depot and around the platforms.

On behalf of my wife, daughter, and myself I thank you for a very pleasant experience in travelling on your trains and being well cared for by your staff.

—*N. G. Clark, Assistant Loco. Supervisor, New Zealand Railways, Wellington, writing to the Secretary*

First Electric Carriage



At the Electrical Fitters' Depot, Caulfield, Mr. Charles Sharpe (seated) is shown receiving a farewell presentation from Mr. C. Clayton, Assistant Signal and Telegraph Engineer. Mr. Sharpe who had been at the Caulfield Depot for 24 years, started at Jolimont Workshops in 1918. He recalls that, soon after, he assisted fitters who were installing the electric lighting in the first suburban electric carriage that moved under its own power. The carriage was driven from the 'Shops a short distance into the yard. Mr. Sharpe has a son—Ray—an electrical fitter at Dandenong.

Pimpinio's books

Assistant Stationmaster R. L. Wright says that Pimpinio's Unentered Traffic Book was started on November 6, 1913. It has only 41 pages filled, and 102 pages left yet. And the book for auditors' remarks goes back to July 19, 1905.

35th Award



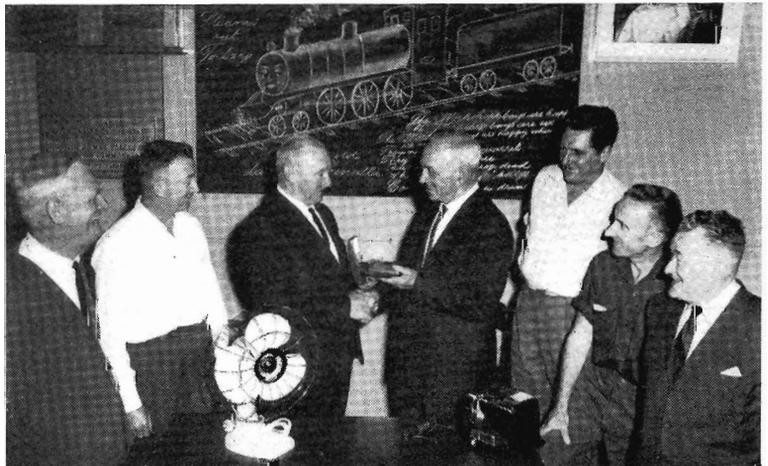
Road Motor Bus Driver E. R. Fleiner (left) shown receiving his 35th safe driving award from Mr. W. O. Galletly, Chief Mechanical Engineer, has been driving Departmental motor vehicles almost since he joined the railways, in 1926. Mr. Fleiner, who retires this month, recalls that in 1927 he drove the railway buses that were then running between Warburton and Melbourne. He was at Deepdene for 33 years and, for the past six years, has been at Sandringham, where he is also in charge of bus maintenance.

VICTORIA'S first bogie type locomotive went into service in 1871, with the Melbourne and Hobson's Bay United Railway Co.

Spotswood bowler

ONE of Spotswood Workshops' keenest bowlers was lost to the 'Shops with the recent retirement of Toolmaker D. (Dave) Calvert. He was a former president of the Workshops Bowling Club, held the championship for a season, and also played in V.R.I. bowls. Mr. Calvert had been in the Department since 1917 and at Spotswood for the past 35 years.

Workshop Foreman Retires



Shown farewelling Mr. A. G. Gasterstadt (fourth from left) on the occasion of his retirement, are: (left to right) Messrs. C. Colwell, A. Sanger, A. Patford, R. Thomas, J. Fraser and R. Stamp. Mr. Gasterstadt was Workshops Foreman at North Melbourne for the past four years. Starting as an apprentice fitter and turner at Newport Workshops, he relieved at country depots on the completion of his apprenticeship. After qualifying for the position of foreman, Mr. Gasterstadt also worked at Traralgon, Korumburra, Wodonga, and Newport Workshops.

Coles Book Arcade

PASSENGER Guard J. H. (Walter) Hudson who retired last month after nearly 50½ years service, recalled scenes from an earlier Melbourne that has now vanished in the mists of time. His first job was as a lad at the famous Coles Book Arcade in Bourke Street—that establishment which, with its menagerie of birds and monkeys, its distorting mirrors, and the orchestra churning out dirges, must surely have been unique among the world's book-shops. Young Walter's job was to deliver books to customers around the city. When not so engaged, he spent many an hour in that part of the shop known as the cemetery—an amazing collection of slow moving stock that included old photographs, rare books, wood carvings from the Orient, and historical relics. He started with the railways as a lad porter at Glenroy on May 15, 1916. The big feature in that area in those days was the huge First World War camp at Broadmeadows. On the first day it was opened to the public, Mr. Hudson recalls, 80,000 people visited it, most by trains, but many in buses.

After experience in several grades, he became a guard and among other jobs worked on the narrow gauge Moe-Walhalla line for six months. He was in Ararat for 18 years, and for the past eight years at Spencer Street, working as a guard on *The Overland* and other name trains.

RECENT RETIREMENTS...

TRAFFIC BRANCH

Johnston, L., Melbourne Goods
Lynch, G. C., Melbourne Goods
McNamara, J. T., Melbourne Goods
Bowkett, E. D. McK., Box Hill
Fraser, C. N., Flinders Street
Hankinson (Mrs.), R. M., Meringur
McBrien, C., Melbourne Goods
Frilay, P. B., Spencer Street
Rickard, R. J., Ballarat

ROLLING STOCK BRANCH

Roberts, A., North Melbourne
Herbert, A. H., Ballarat North
Eddy, W. H. R., Ballarat
Hadley, H. J., Donald
White, M. J., Traralgon
Frisch, H. J. T., Newport
Scott, G., Newport
Hick, W. H., Newport
Smith, A. W. J., Newport
Foca, P., Newport
Protogerakis, E., Newport
Lowrey, H. J., Jolimont
Crimeen, T. J., North Melbourne
Herlihy, G. J. E., Electrical Running
Depot
Keating, J., Newport
Petruskevicius, A., South Dynon
Dunstan, J. E., Bendigo North

WAY AND WORKS BRANCH

Bau, A., Shepparton
Reid, F. V., Ballarat
McCoy, B. F., Geelong
McIvor, D. W., Ballarat
Dunn, O., Geelong
Roeder, C. H. M., Spotswood
Fewster, C. J., Spotswood
Haggarty, E. A., Caulfield
Tinker, H. A., Warrnambool
Holland, A. W., Korumburra
Hind, R. T., Caulfield
Kyriazis, M., Spencer Street
Durston, F. W., Bendigo

STORES BRANCH

Thomas, A. W., Geelong Works

ELECTRICAL ENGINEERING BRANCH

Punch, L. A., Overhead Division
Leighton, F. S., Overhead Division
Frewen, J. A., Lighting and Power
Division

ACCOUNTANCY BRANCH

Dixon, E. A., Head Office

NEWS LETTER REGRETS

TO RECORD THE FOLLOWING

DEATHS

TRAFFIC BRANCH

Hay, I. A., Bendigo

ROLLING STOCK BRANCH

Kennedy, J., Geelong
Stevenson, W. T. D., North Melb.
Brown, G. R., Newport

WAY AND WORKS BRANCH

Gogol, J., c/o Bonding Supvr.
Wyatt, W. R., Spotswood

STORES BRANCH

Pugliares, V., Reclamation Depot

THE V.R.I. LIBRARIAN

TALKS ABOUT BOOKS

THE Librarian, this month, has good news for all library-users, present, past and potential: *the shortage of new books has now ended.*

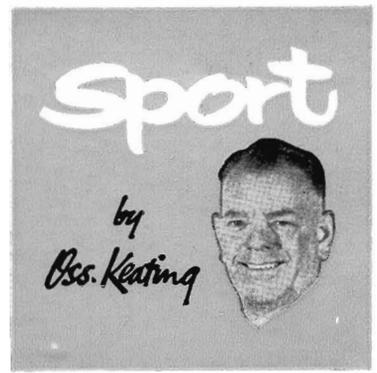
This shortage, which has lasted since the shipping strike in England some months ago, has not been of our making; the orders were placed, but deliveries have been intermittent. But not any more. A very large part of the back-log has now been delivered, and the famine has been succeeded by a flood.

The Library can now offer a wide choice in new titles for all readers, romances, westerns and detective stories, with all the favourite authors included. Historical, science fiction, and humour addicts are well catered for, and the sea stories and adventure include some better-than-usual titles. There are some promising new authors among the new Australian fiction, and the range of themes and plots in the general fiction provide something for everyone.

For the readers of non-fiction too, there is a great variety: cricket books by Bobby Simpson, Bill Lawry and Ted Dexter, Bryant on Bowls, and a golf book by Arnold Palmer—but not an instructional one. Travel books include new titles by George Farwell, H. V. Morton and Colin Simpson, and range through the Philippines, Scandinavia, Rome, Japan, Spain and South America. Australian non-fiction recently received includes a new Frank Clune, on the visit he recently paid to Pitcairn Island; *The Gentle Savage* by Malcolm Wright, which gives an insight into patrols in New Guinea; the rather shattering *Profile of Australia* by Craig MacGregor, and *Colonies and Convicts* by A. G. L. Shaw—a history of Australia's early days which explodes a few popular myths.

There is a good selection of new war stories, which are always popular among our readers; some interesting biographies; two more of the series of Jurgen Thorwald on the Century of the Detective; and the very moving account of a hospital in Vietnam—*House of Love* by Susan Terry, an Australian nursing sister. There are several new gardening books, including the classic *Brunning's Australian Gardener*. The *LIFE* series now includes Russia and the Balkans.

In all these recent acquisitions, the children have not been forgotten, and fiction and non-fiction suitable to age groups all the way to late-teens are being received.



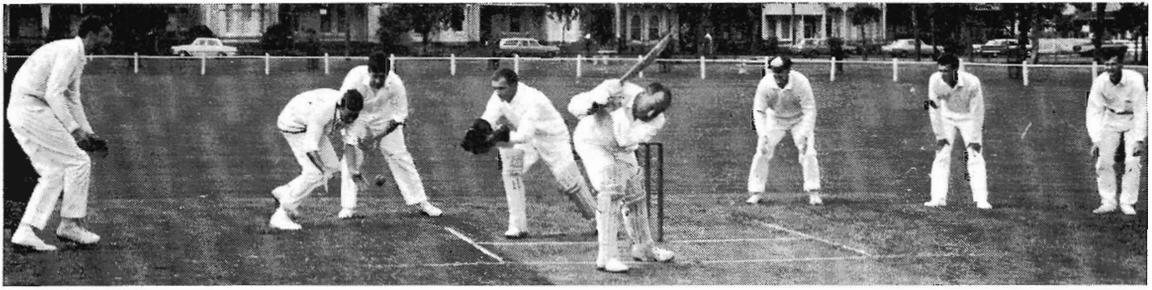
Basketball

THE Victorian Ladies Basketball Association's Night Competition (seven-a-side) concluded recently, and our two teams figured in the grand finals of their respective grades—B3 and F3. Unfortunately we were narrowly beaten in each match. Both games were of a high standard and it would seem that we were a little unlucky not to have won the B3 final, as at three quarter time the scores were level, and according to quite a number of independent scorers, our girls were two points in front at the final bell, but the official scorer had the scores again level, and in the extra time ordered by the referee, our opponents managed to add three more points than we did. So we were beaten 29 to 32.

The F3 team had to take the field without the services of both goalies, took some time to settle down, and by half time were eight points behind. Playing with great determination, they gradually improved their position, but time ran out on them and they were beaten by only 2 points. Bad luck, kids, it must have been a heart-breaking end to what otherwise had been a most enjoyable season.

Table Tennis

OUR Association added another pennant to its already rather imposing array, when our B3 team won their section of the V.T.T.-A's Summer Pennant Competition. Of the other two competing teams, we finished as runners-up in the C3 grade, and missed the four in B2 grade. The final of the internal competition was an all Accounts affair, with Revenue Accounts and Head Office Accounts meeting to decide the holder of the D.S.J. Shield. Revenue Accounts proved much too strong, and so will hold this perpetual trophy for the second year in succession.



Playing for Melbourne Yard against Loco., opening bat A. Hoffman edges the ball dangerously into the leg trap.

Cricket

OF the 14 players selected to represent Victoria in the Inter-system Cricket Carnival at Brisbane next month, six are from the country and the remaining eight are metropolitan players. The team is: E. Barnes, captain, (Refreshment Services), R. Dyson, vice-capt. (Stores), L. Hill (Way and Works), M. Kirkpatrick (Rolling Stock), G. Allen (R. S.), B. Brister (Traffic), L. Montgomery (R. S.) and R. Figgis (Stores)—all from the metropolitan area; S. Wallis (R. S.), R. Janson (R. S.), and R. Norman (R. S.), all from Ballarat; R. Coyne (R. S.) Dimboola, L. Balcombe (Traffic) Wallan, and K. Schickerling (R. S.) Wodonga.

Popular V.R.I.C.A. Hon. Secretary Bill Crowe has been appointed manager of the team, which on paper looks even stronger than the one

that retained the Commissioners' Shield back in 1965 in Melbourne. Players will need to be at their best to have a chance of repeating the success of the last two carnivals, particularly as Queensland will be a very hard nut to crack on their home wickets. N.S.W. always provide tough opposition, and if W.A. improve on the form shown in Melbourne, they will be strong contenders. I feel we have the side to pull it off again, and under the strong leadership of Ted Barnes and Rob Dyson, we can rest assured that the Vics. will give a good account of themselves. Best of luck, fellows, I only wish I could be up there with you.

On the home front, the position of the teams after three games is :
Jolimont Workshops 20 points,
Loco 18, Codon 16, Stores 16,
Spotswood Workshops and Melbourne Yard nil.

It is good to see Codon in third place but what's happened to both Spotswood and Melbourne Yard? They're capable of playing much better cricket than their position on the list indicates and I hope by the time you read this they are up there vying for a position in the top four.

Football

I realize that it is heresy to talk football in the middle of the cricket season, but in view of some impending changes among the executive of the league, clubs must start planning right now for the 1967 season. If the league is to survive, it is essential that existing teams continue to compete, and new clubs, if possible, be brought into the competition. An executive and delegates' meeting will be held soon. This should give club committees an opportunity of expressing their views and making suggestions to further the interests of the league.

Bowls

OUR Social Bowling Club has visited Toorak and Victoria Clubs in the metropolitan area, as well as Seymour and Ballarat. A feature of these games has been the large turn up of members, particularly for the country visits which are

proving tremendously popular. This is most encouraging to the committee who arranged this syllabus. Members should note that a match against the Postal Institute is being arranged and will probably be played early in April. Players seeking selection in our team should watch next month's *News Letter* for further particulars.

Country Week dates

IN addition to the Country Week dates published in last issue, the golf week will be held from September 11-14. Entries close on August 14. Golfers will be accommodated at Rosedale Golf Club, Aspendale, and an excellent week of golf under first-class conditions is assured.

Tennis enthusiasts are reminded that Country Tennis Week has been brought forward to April 17-21, with entries closing on March 20. It is hoped that this will result in a sufficient number of entries being received to ensure that the fixture can be held. Matches will be played on our own en-tout-cas courts at Royal Park.

Interstate booking

SOME weeks ago, when making some slightly out-of-the-ordinary bookings for travel in N.S.W. and Queensland during the forthcoming Christmas period, it was my good fortune to be attended by Mr. Rolls of the Interstate Booking Office. Despite the need to contact the N.S.W. and Queensland Booking Offices he secured the tickets I wanted very promptly . . . Then a week ago (some 5 weeks after the first bookings) I wished to make a similar set of reservations for my nephew to travel with me on the various journeys . . . When the job was given to Mr. Rolls he again promptly came up with satisfactory bookings adjacent to my own. Throughout, his manner was pleasant and courteous, despite the unusual nature of my requests, and it was a pleasure to do business with him.

—A. C. Hill, Bay Road, Sandringham, writing to the Secretary

Trophy winner



Mr. Alan Whitla (Accountancy Branch) is shown with the memorial plate obtained by Accountancy Branch golfers to commemorate the late Mr. R. D. McKean who was Accounting Officer at Ballarat for some years. The plate will be competed for annually at the Midlands Golf course Ballarat. The first holder is Mr. Whitla.

VICTORIAN RAILWAYS

NEWS LETTER

FEBRUARY



1967





Mr. G. F. Brown and officers of J.N.R. inspect special container with doors at each end. (Photographs; A. J. Nicholson)

AN ever-increasing demand for containerization of commodities to reduce handling, expedite delivery to the customer, and assist in the reduction of costs, is forcing railway systems throughout Japan, U.S.A. and Canada, to gear themselves to handle the growing container traffic. They must also meet the demands being made on their resources by container ships on overseas routes, and the competition from this form of transport on competitive coastal routes.

With the introduction of container services for export and import trading, we in Australia are faced with the same problem, and it was with this in mind that we made an extensive study of the use of containers, and visited as many handling centres as possible during our American tour.

Over many years we in Victoria have had experience in container handling, by rail, with New South

Wales and South Australian Railways, and by sea via the Bass Strait ferry service to Tasmania.

During this period we have gained a knowledge of the various methods of container handling and fastening, and of stowing the lading.

In addition to the normal container, Flexi-Vans were placed in service in 1961, between Melbourne and South Australia; and with the completion of the standard gauge line in 1962, their use was extended to Sydney and Brisbane.

This considerable experience ensured that in our overseas inspection of containers—which included their design, dimensions, handling and waybilling procedures—we had a background knowledge of the many problems involved.

In Australia, standardization of containers between rail, road, and sea has been discussed, but no finality reached, either in dimensions, lifting devices or handling methods.



Standard containers at Umeda Yard, Osaka. These are 10 ft. 9 in. x 7 ft. 9 in. x 7 ft. 9 in. with doors at one end only. Note loading by fork lift truck. It will be seen from the dents that the containers must be robust to withstand normal usage.

In this article, Mr. G. F. Brown, Deputy Chairman of Commissioners, discusses recent

DEVELOPMENTS IN CONTAINERIZATION

Early decisions needed

On looking at the rate at which the handling of materials in containers is expanding in U.S.A., one realizes the need for Australia to move quickly, for although the problems are many, the rewards are apparent and real.

Railway systems overseas have recognized this fact, and are preparing to make a bid to hold the traffic by introducing new rolling stock and handling facilities specially designed for use with containers. For land transport, there is still strong favour in the U.S.A. and Canada, for the semi-trailer road vehicle which, in effect, is only a large container operating as a road unit. In many instances, the road trailers (or containers) are transported over long distances by rail as piggy-back loading or as Flexi-Van units.

Piggy-back transport (or trailer on flat car—T.O.F.C. as it is commonly called in America) continues to flourish in the U.S.A. while in the eastern states, particularly in the north eastern region, the Flexi-Van container unit—which is only a semi-trailer that leaves its rear axle assembly

FRONT COVER

It's 3 a.m. Sunday, December 18, and a special works gang is packing the wrecking crane outrigger beams at the Kororoit Creek bridge before the bridge span is lifted into position by two 60-ton wrecking cranes. The 68-ton span was fabricated at Newport Workshops for the bridge which is being reconstructed as part of the track duplication between Newport South Junction and Rock Loop. The line was clear for the first train on Sunday.

behind when loaded onto the special rail wagon—is very much in demand.

Thus piggy-back, Flexi-Van and container units of various sizes are all used for the movement of containerized goods throughout U.S.A. and Canada.

In the last five years, *this traffic has doubled* (in 1965, 1,031,210 wagons on the major U.S.A. railroads were loaded with piggy-back trailers, Flexi-Vans or containers) while total freight tonnage carried has only increased by approximately 10 per cent in the same period.

However, there is still no standard size or type of container. Despite the knowledge that standardization is necessary and desirable, the only common dimension is the width—8 ft.

JAPAN

The Japanese National Railways are making extensive use of containers. At present, they own more than 2,000 and this number will probably double by 1968.

Container traffic is at present well established between the following cities: Tokyo-Osaka, Tokyo-Niigata, Tokyo-Nagoya, Tokyo-Sapporo, Osaka-Hiroshima, and Osaka-Fakucka.

The containers in use are all of 5-ton capacity with dimensions of 10 ft. 9 in. x 7 ft. 9 in. x 7 ft. 9 in. giving a capacity of 14.15 cubic metres (465 cubic feet). They are carried on special container wagons each holding either three or five containers. The wagons which are designed to be of light tare weight, have no flooring, and are bogie equipped for high speed operation.

There are three types of containers—standard, insulated and ventilated. The majority, by far, are of standard design, with the insulated and ventilated types being used for special traffic. The standard container is of steel construction with a plywood lining and removeable shelves. The

ventilated unit is similar in construction but has ventilation holes in the side walls, and the flooring is spaced to allow a free flow of air through the container. The insulated type is again similar in design to the standard container, but has a layer of insulating material, such as fibre glass or foamed polystyrene, between the outer and inner walls.

Access to the containers is generally through double hinged doors, at one end only although a few have doors at both ends. These doors cover the whole of the end wall and when opened give clear access to the full width of the containers. A small percentage are fitted with a lift-off roof.

In the larger terminals such as Tokyo and Osaka, most of the container handling is carried out by 10-ton capacity fork lift trucks, whereas stations handling lesser numbers of containers use automotive cranes for the containers as well as for other heavy goods handling.

Flexi-Vans are not used on a large scale in Japan at the present time, although some Japanese rolling stock manufacturers are now licenced to make Flexi-Van equipment. However, the major factor retarding the use of Flexi-Vans is the difficulty of manoeuvring large semi-trailer motor vehicles in the narrow streets away from the main highways. Very few semi-trailers operate on Japanese roads.

Interest growing

Some impression of the great interest in containerization in Japan can be gained from the fact that in 1965, the number of containers in use was almost doubled. The demand has increased so much that one manufacturer has set up a production line to produce standard containers at the rate of 50 per day, and other manufacturers expect to receive large orders.

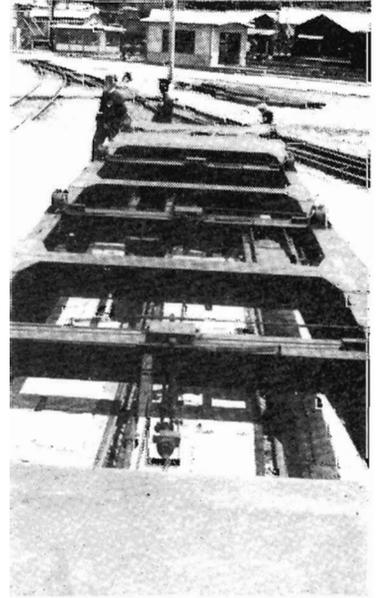
Although J.N.R. have standardized their containers, to date no move

has been made to achieve standardization with shipping companies who must transport all the various sizes in use throughout the world.

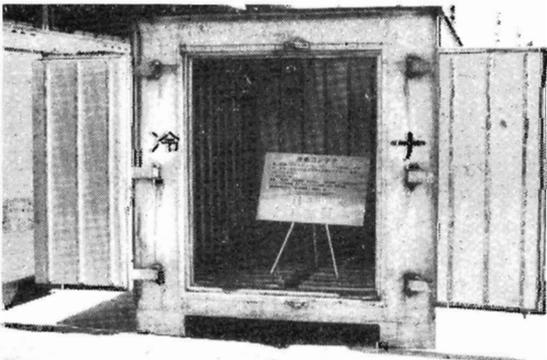
At the time of our visit, little progress had been made with the provision of facilities for handling containers on and off ships, and as the Japanese wharves inspected were poorly serviced with lifting equipment, Japanese transport groups face a major problem in the near future.

U.S.A. AND CANADA

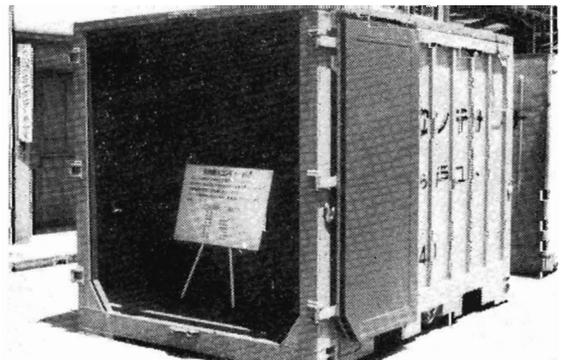
In America, there is a major difference of opinion on the type of container to be used. The north-eastern states have adopted Flexi-Vans; the others prefer piggy-back containers. However, on the west



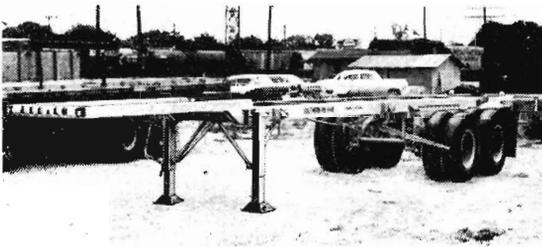
J.N.R. container wagon designed to carry five standard containers. As can be seen, this vehicle has no floor.



Standard type of Japanese container, 10 ft. 9 in. x 7 ft. 9 in. x 7 ft. 9 in., insulated for transport of perishables.



Special type of Japanese container. While of standard dimensions this 5-ton container is fitted with a removable roof.



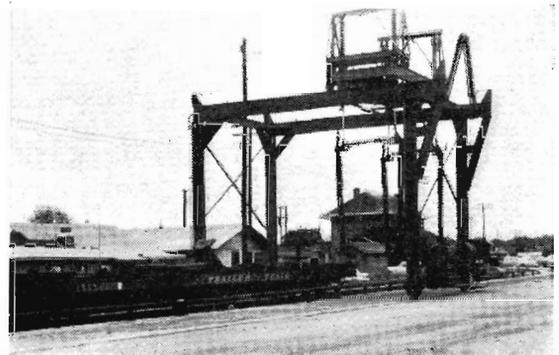
Light semi-trailer unit used for transport and storage of 40-ft. containers on Southern Pacific Railways.



Adaptor bars used on Atchison, Topeka & Sante Fe piggy-back wagons so that containers can be transported.



40-ft. Southern Pacific railway container.



Straddle type crane used for loading semi-trailer container units and containers.

coast, it is not uncommon to see Flexi-Vans being loaded onto flat top rail wagons.

Now being introduced are new designs of semi-trailer road units consisting of a light under-frame only. The large containers rest on this frame for road transport, and are lifted onto rail or ship, leaving the road under-frame and wheels behind.

Extensive use is now being made of containers for the transport of freight by ship from America to overseas countries, and particularly to Hawaii and Southern American ports. Some container ships are trading between the east and west coasts of America. However, each shipper maintains his own standard container and although standardization of containers and the facilities for lifting them is much discussed, there has been little practical progress in this direction.

All concerned realize that standardization is necessary if containers are to be interchangeable between the various road, rail, and sea transport systems but to date most owners prefer to remain self-contained and use the size and type of container most suited to their product or transport vehicle.

Container sizes

In 1965, the International standards Organization reached agreement on standard specifications for corner fittings for lifting, securing and stacking of containers. This agree-

ment followed an earlier decision to adopt containers of 10, 20, 30 and 40 ft. in length with maximum load capacities of 10, 20, 25 and 30 tons as standard.

Nevertheless, at this stage, there is little uniformity in the size of units, the only specification which appears to have been generally applied being the twist lock corner fitting. Containers of 8 ft., 20 ft., 24 ft., 32 ft., 35 ft., 36 ft., 40 ft. in length are in use. However, there is a common width dimension of 8 ft. and of 8 ft. to 8 ft. 6 in. in height. In addition, there are large numbers of small containers (wire cages, crates, bins, etc.) that are frequently used to pack smaller consignments and may then be placed inside the larger containers.

Although the virtues of light-weight containers were discussed, it was particularly noticeable that unless they were of robust design and of suitable construction to withstand the conditions imposed by all modes of transport, containers were soon damaged, doors were twisted and door closures became ineffective.

Specifications for one of the most used containers in U.S.A. include the following requirements:

- The containers shall have doors at one end only and particular attention shall be given to rigidity at the door end so that there will be minimum distortion and a watertight seal will be maintained.

- Containers shall be suitable for carriage on railway wagons or road trailers without support other than at the corner fittings.
- The containers shall be designed to stack six high on board ship and each container shall be capable of supporting a test load of 270 tons with each corner post designed to stand a quarter of that load.

Operators are demanding that containers can be continually used under normal operating conditions without the need for frequent maintenance. To comply with these conditions, the container cannot be of flimsy construction.

The two largest container handling concerns we visited were the Matson Line container depots at Honolulu and at Oakland, San Francisco, and the Sea-Land depots at Los Angeles and Elizabeth, New Jersey.

At these depots, special cranes, control systems and storage areas have been provided to expedite the turn round of ships and their containers.

Matson Line Container Depots

The Matson Line is shipping large tonnages of goods between ports on the west coast of America and Honolulu (serving all Hawaii) in 24-ft. containers having a load capacity of about 22½ tons.

The impact which the container method of handling has had on the

operation of the Matson Line depots can be gauged from the fact that an average of 400 containers are accommodated on each special container ship and the turn-round time per ship is now approximately nine hours as compared with 4½ to 5 days previously taken with conventional cargo ships.

The containers used have double doors at one end only, occupying the full width and height of the container. Pallets almost as wide as the container are taken in and out of the containers by fork-lift trucks during loading and unloading. It is not customary to carry palletized loading; the goods are packed into the container to use all available space. Containers are loaded and unloaded from the ships by special gantry cranes; and, once on the wharf, are handled by large straddle trucks which move them to storage areas or direct to unloading or transfer sheds.

The straddle trucks are operated by one man only whose view of people and objects on the ground is often obscured. Instructions are radioed to the driver from a control tower. Unauthorized people are

not permitted to enter the operations area.

There is an extensive L.C.L. (less than container load) traffic for which very large covered sorting and stowing areas are provided. Extra charges are raised for small parcels of goods handled in this manner, but with the large area required for layout, sorting and reloading, concern was expressed as to whether their charges for the services rendered were uneconomic. There was also doubt as to whether the area provided would prove adequate for future requirements.

Sea-Land Container Depot, Elizabeth, New Jersey

Although in operation for only 10 years, the Sea-Land organization is the largest user of containers around the American coast. They work from the west coast of Alaska around to the east coast, and are providing stern opposition to rail-road transport.

They use a 35-ft. container with an overall load capacity of 22½ tons, although experience has shown that average loads are about 14½ tons. Containers are handled to and from

the wharf by cranes mounted either on the shore or on the ships.

The use of ship-mounted cranes for handling containers to and from the wharf is in the discard for the following reasons:

- The heavy weight of the crane limits the height of loading on the top deck (i.e. a ship loaded by a shore crane can carry an extra row of containers above deck level).
- The use of a ship-mounted crane causes the ship to roll as the load is picked up or set down, and a stabilising period is required to reduce this rolling before the container can be lowered into the hold or onto the dock.

Due to the high cost of the extensive shore installation, they are relegating those ships equipped with cranes to the ports where it is not economical to provide large shore mounted gantry cranes which cost, installed, approximately \$1,000,000 each.

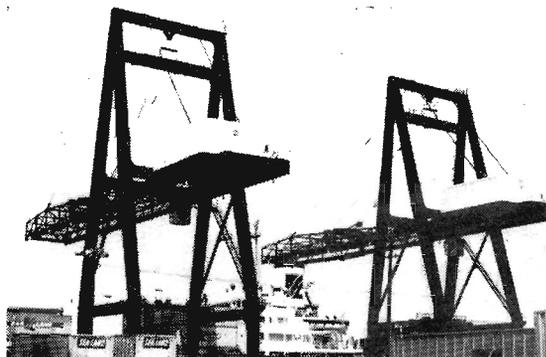
All Sea-Land containers are transported and stored on rubber-tyred



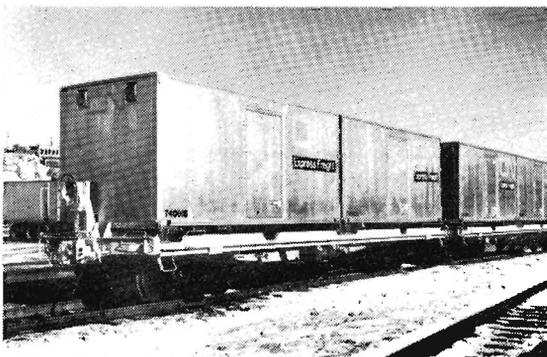
Loading 24-ft. containers at Matson's Oakland Dock, San Francisco.



35-ft. Sea Land Containers being loaded onto ship at Elizabeth, New Jersey. Note special frame that is attached to top of container for lifting.



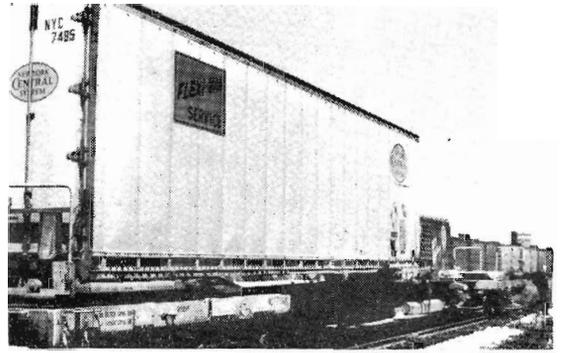
Special shore mounted gantry crane at Sea-Land's Elizabeth container terminal. Costing approximately \$1,000,000, similar units are in use at the Matson Terminal in Oakland.



20-ft. container for Canadian National Railways. Note side doors: when the containers are left on the wagon to form a conventional box wagon, access is by way of these doors. However, they are too small for most fork-lift trucks, and, because they weaken the side of the container are not favoured by most operators in U.S.A.



C.N.R. standard 20 ft. container on temporary legs so that road transport may be positioned under it. This type of container is usually loaded by a side loading unit.



A 40-ft. Flexi-Van container on New York Central Railroad.

vehicles using a light semi-trailer frame on which the container rests. This frame also serves as a road unit for door to door deliveries and for cross-country movements.

When asked about the movement of Flexi-Vans by ship, they stated that some units are handled, but they prefer to keep to their own standard 35-ft. container for which their equipment has been designed.

Like Matson, Sea-Land, even though they have many acres of sorting area, are doubtful as to whether they have provided sufficient space for the sorting and handling of all consignments.

Authorities claim that at least 12 acres of storage and sorting area are required for each shipping berth where there are a number of berths. However, it is generally accepted that, ideally, 30 to 40 acres should be available adjacent to any major overseas container terminal.

The use of containers for less than container lots (L.C.L.) requires an extensive covered area for sorting and packing as well as the complex documentation to ensure delivery and apply charges.

This becomes a major problem when inter-continental and inter-country movements take place, as a 35-ft. container on this type of service would contain an average of over 200 items.

Canadian National Railways

The Canadian National Railways are buying a number of 20-ft. containers, and are building special side loading rail wagons to transfer these containers to and from road vehicles. The dimensions of the containers are in accordance with the standard agreed upon by the International Standards Organization.

The containers are loaded on and off the rail wagons by a *Steadman* side transfer unit mounted on a road vehicle which can be designed to carry either one or two containers. The



A 27-ft. container on British Railways. Note frame arranged to lift container from the bottom.

two 20-ft. containers lock together to form a 40-ft. road unit.

- Dimensions of these containers are
- 8ft. x 8ft. x 19ft. 10½ in. (external)
 - and 7ft. 6½ in. x 7ft. x 1¼ in. x 19ft. 1¼ in. (internal).

The doors in the ends are 7 ft. 2½ in. wide x 6 ft. 9½ in. high, while the centrally located side door is 48 in. wide x 78 in. high. The internal capacity is 1,025 cubic feet.

Construction is mild steel underframe with aluminium bodywork (including side walls and roof). Two of these containers can be locked together to form one 40-ft. unit capable of being lifted and handled as a single unit.

Most containers have two doors parting in the middle at the rear end, and one door centrally located on each side. However, the side doors are not favoured by most operators as they have proved difficult to maintain. No satisfactory design has yet been evolved to produce a container with a large side opening door and

at the same time maintain the overall strength and rigidity of the container.

FLEXI-VANS

Flexi-Vans similar to the type used on our system are being used very extensively in America, particularly on the east coast. Inspection of the Flexi-Van traffic at the New York Central Railroad's St. Louis freight yard revealed that, in addition to the Mark 1 units (which we are using in Melbourne) Mark 3 and Mark 4 units are in use. These units have no hydraulic equipment, but require the use of a special 5-wheel tractor to manipulate the van onto the tapered guide ramp of the turntable. The advantage of the Mark 4 is that it uses the same vehicles and the same Flexi-Van body as the Mark 1 but without the hydraulics, although the underframe is of similar construction. However, it does have the disadvantage of requiring the special 5-wheel tractor unit.

Flexi-Van operators now claim that the new 40-ft. unit is the most

advantageous and they are trading in 36-ft. trailers to obtain the larger units. They were of the opinion that their competitors will eventually have to follow suit as their small units will not be able to compete with the 40-ft. units. This will be an interesting development to watch.

When Flexi-Vans are consigned over systems that do not have the required loading equipment, they are sent as piggy-back loadings. As clearances of American railroads are ample, this movement creates no difficulty.

There is a great deal of interest being shown by the American railroads at the present time in the development of container traffic in all forms, whether it be Flexi-Vans, piggy-back or purely container units. Many railroads are constructing and converting rolling stock and are acquiring cranes, fork-lift trucks, straddle trucks and other necessary loading equipment for use with this traffic. As the statistics show, there has been a considerable increase in the tonnage handled during 1965-1966. Railroad operators are optimistic that as trade economists and transport researchers are only now beginning to fully realize the advantages of containerization, this trend will continue.

However, railroad officials have realized, as we in Australia must realize, that containerization in ship-

ping and transport represents progress and improved customer service and, if railways are desirous of holding a share of this traffic, they must prepare now and ensure that adequate rolling stock and facilities are developed as the various shippers turn to this form of transport.

The use of container ships on coastal and intercontinental operations raises two major problems.

- lack of a container with standard dimensions.
- lack of a standard method of lifting.

These problems are still unresolved, the position being summarized as follows :

Japan has a container 10 ft. 9 in. long 7 ft. 9 in. wide and 7 ft. 9 in. high, of 5-ton capacity, which is designed for fork-lift handling.

In U.S.A., Matson have a container 24 ft. long 8 ft. wide and 8 ft. high, while Sea-Land have a container 35 ft. x 8 ft. x 8 ft. and Flexi-Vans of 36 ft. and 40 ft. long are in use. On the east coast there is also a 17-ft. container in extensive use.

British Railways have now introduced a 27-ft. container which has a method of lifting unknown in other countries.

Canada, which operates an extensive piggy-back service with semi-trailers up to 40 ft. long, is buying

containers in accordance with the new standard proposed for inter-continental use (i.e. 20 ft. long and capable of being joined to form a 40-ft. container).

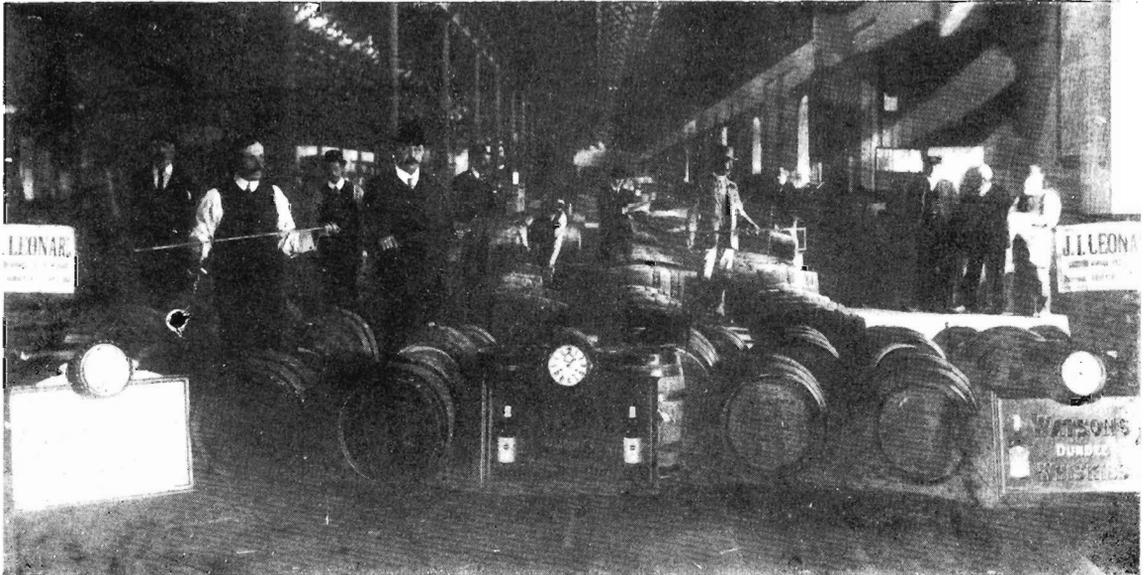
It is essential that we railway authorities in Australia recognize that, although a 20-ft. standard container is desirable, we must be geared to handle the various lengths that are in service, not only in this country but also throughout North America and Europe.

It is apparent that complete standardization is a dream that will take many difficult years to achieve. Australian railways must therefore continually study the needs of customers so that they can actively compete with other forms of transport.

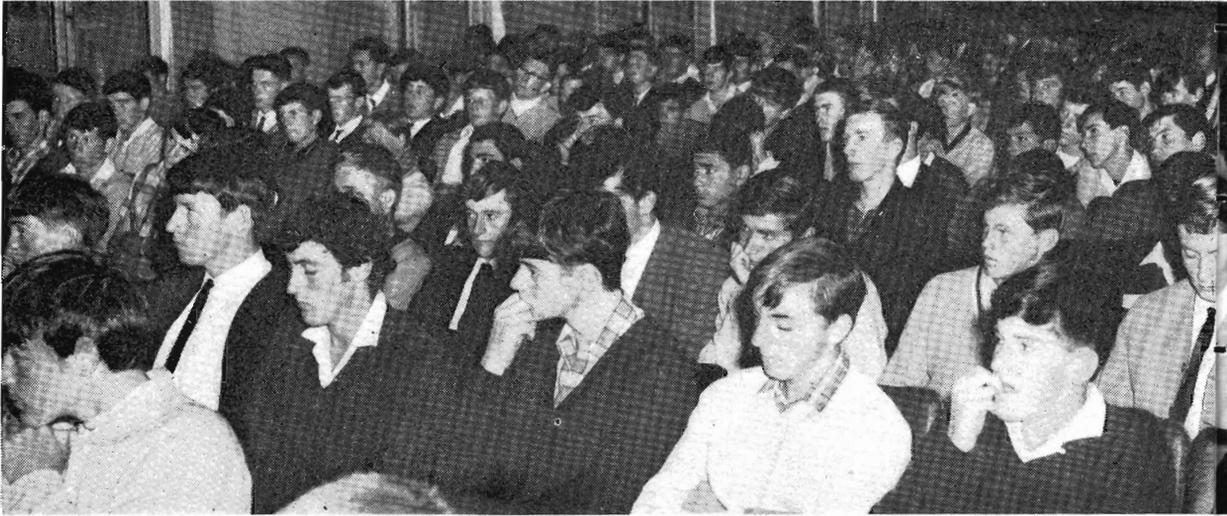
Motor transport is already available to carry 40-ft. containers loaded with almost 18 tons of goods and still comply with existing road transport regulations. No doubt improvements to roads, and equipment, and changes in regulations will in the future, make it possible and legal for much heavier loads to be carried in a 40-ft. container.

Railways can provide fast, effective and economical container transport services, but they must be prepared to provide special wagons and facilities and services to meet customers' needs in what will be a very competitive field.

WHISKY GALORE

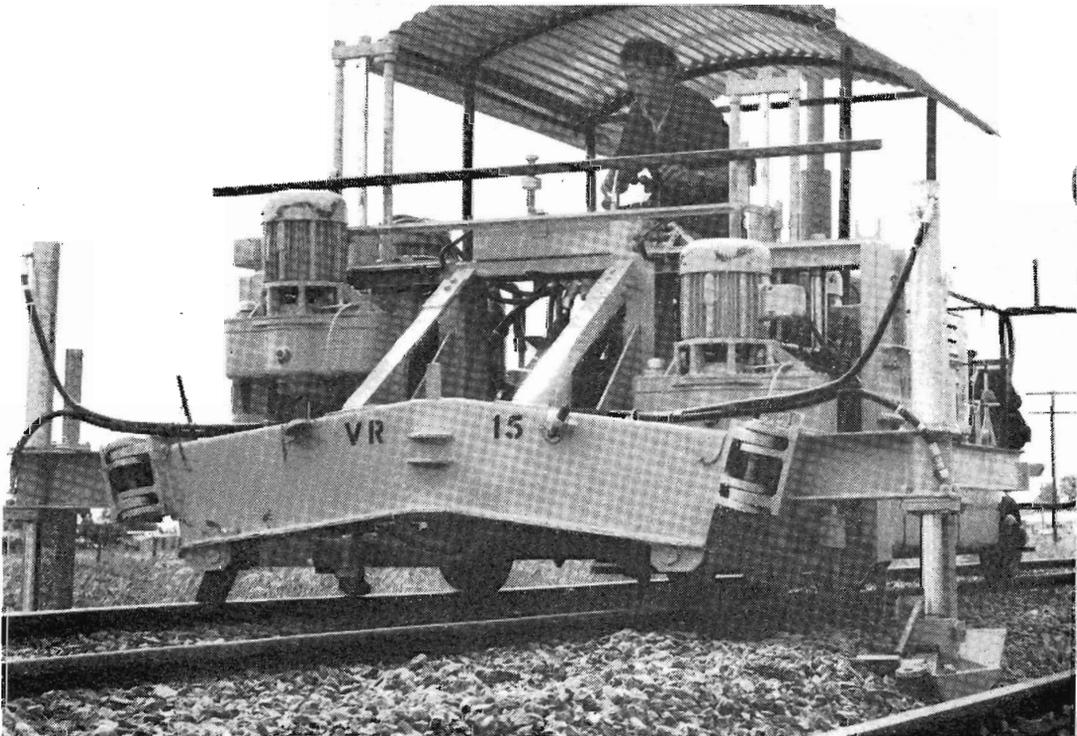


Here's the first shipment of Watson's Dundee whisky into Victoria, in the old Shipping Shed which was then located in the Melbourne Goods Yard. The year is believed to be 1910. The shed was demolished in 1925 to make way for the gantry cranes and the suburban platforms. The whisky is being gauged for gallonage by the cooper-in-charge, John Leonard, who is standing second from the left. Others in the picture include a V. R. foreman, pass porter, and a customs official. This old picture was found at the Montague Shipping Shed by the O-in-C, Mr. Tom Hartnedy, while arranging for the clearing of a room that had been used for many years by licensed coopers working at the Shed.



APPRENTICES WELCOMED: Apprentices at the V.R.I. Ballroom were welcomed to the Department last month by Mr. C. S. Morr C Board, on behalf of the Commissioners. Officers who accompanied Mr. Morris included Messrs. G. Godfrey (Chairman of the Appa J. Kain (V.R. Technical College Principal), R. Curtis (Supervisor of Apprentices), and R. Baggott (Acting Secretary V.R.I.). Altogetr taken into the Department.

VIEWS OF NEW



NEW TRACK MACHINE: One of the three medium class electromatic tamping machines that were recently delivered. They have in-built, manually controlled, hydraulic jacking and levelling devices, and an automatic tamping cycle. (See *News Letter*, page 10, January 1967).



Chairman of the Staff
ntice Selection Board),
the 225 apprentices were



FROM NAURU came Appren-
tice Fitter and Turner
Paul Aingimea. There, he
was advised by Mr. Arthur
Watson, a former Victorian
Railwayman and now a
British Phosphate Com-
mission foreman, to learn
his trade in the Victorian
Railways.

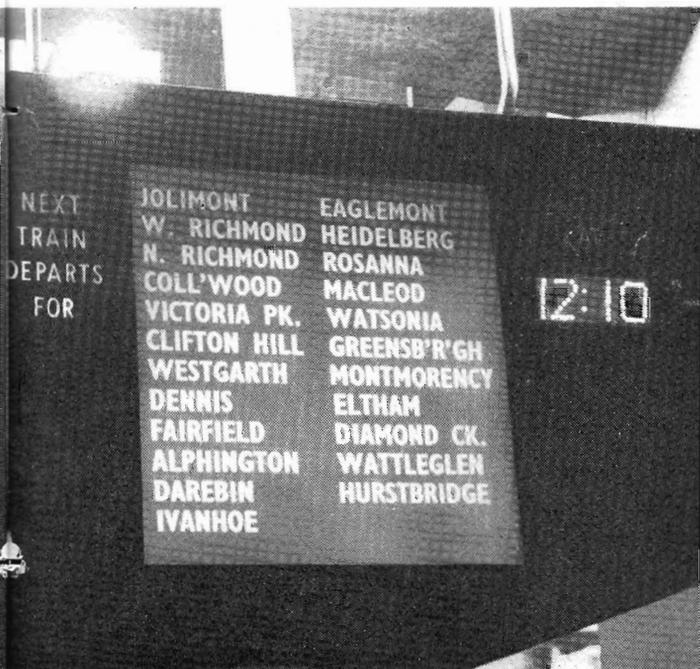


FROM RAILWAY FAMILIES: Among the 47 new appren-
tices who came from families with close railway associations
were Robert Wignall (left) and Geoff Odgers.



Robert's father, Mr. H. L. Wignall, is the Assistant Ambul-
lance Officer, and there has been a railwayman in every
generation back to Robert's great-great-grandfather, Mr.
G. E. Wignall, who was a driller at Newport Workshops.

Geoff Odgers' father, Mr. W. H. Odgers, is a *Southern Aurora*
driver; an uncle, Mr. C. Odgers, is an electrical instructor
at Newport Workshops; and a great-grandfather, Mr. W.
Odgers of Wodonga, is a retired driver.



NEW INDICATOR: This new type of train destination indicator, recently
talled at Princes Bridge, uses rear projection of 35 mm. slides on to a ground
ss screen. The departure times are shown on a digital clock that is illu-
mated from a grid of neon lamps behind the glass screen. The indicator was
veloped by the Electrical Engineering Branch. (See *News Letter*, page 172,
November 1965).

Platform Supervisor A. H. Pape operates controls of the new train destination
indicator.



The wheat harvest

UP to January 31, the Department had carried about 523,000 tons of the estimated 540,000 tons of total storage overflow wheat from this season's harvest. Despite the exceptional wheat harvest in the north-east district, the late overall seasonal harvest, and the unique situation of wheat, oats, and barley ripening simultaneously in all grain districts, the Department has not experienced abnormal difficulties in transporting grains or any other commodity—except for the recent slow discharge and turn-around of vehicles at grain and shipping terminals. Consequently, any complaints about the shortage of grain-proofed rail vehicles are not due to the handling of those vehicles in traffic. If the vehicles could be released back to the railways more quickly, when placed for unloading, the tonnage of grain carried would be increased.

Another vehicle delay is the time taken to unload superphosphate back-loading in grain-proofed vehicles returning to the wheat areas. The railways have no control over the unloading of grain and superphosphate. These commodities are handled by other authorities, agents, or contractors.

This season the railways provided more than 6,000 individual vehicles for the grain harvest.

Eastern suburbs traffic

THE completion, last month, of the fourth track between Richmond and Burnley, and the bringing into use of No. 9 platform, Richmond station, marked another major stage in the provision of additional tracks to cater for the population expansion of Melbourne's eastern suburbs.

As well as the four tracks between Richmond and Burnley, there are now three tracks between Hawthorn and East Camberwell. Further stages of the work will include an additional track, to make three, between Burnley and Hawthorn, and between East Camberwell and Box Hill. Two additional tracks will also be provided between Richmond and Flinders Street.

Front cover prints

INQUIRIES have been received for colour prints of the January front cover. Colour prints of front covers may be bought from the Public Relations and Betterment Board, Room 98, Head Office, at

prices depending on the size ordered. Prices for some of the more popular sizes are: \$1.50 for a print 5 in. x 4 in. or smaller, \$2.20 for 7 in. x 5 in., and \$4.40 for 10 in. x 8 in. These prices are for single prints; when two or more prints are ordered, the price per print is lower.

The onlooker's view

ONCE again, the State Government, in its wisdom, has seen fit to ignore the urgent advice of its Parliamentary Public Accounts Committee for a substantial increase in loan fund allocations to the Victorian Railways to meet rolling stock modernization and track relaying needs.

"In 1964, following a long series of derailments on the system, the Government authorized the Committee to investigate V.R. operations and make whatever recommendations were deemed necessary.

"The Committee's report stated that almost all of the incidents were caused by obsolete freight rolling stock and sub-standard track maintenance occasioned by a parsimonious Government attitude to rail spending. The Committee considered that the V.R. administration had made the very best use possible of the limited financial resources granted by the treasury.

"A strong recommendation that the Government should apportion in-

creased loan monies for rolling stock modernization and track renewals was qualified by the comment that 'it was vital and important that planning and action be initiated at an early date'.

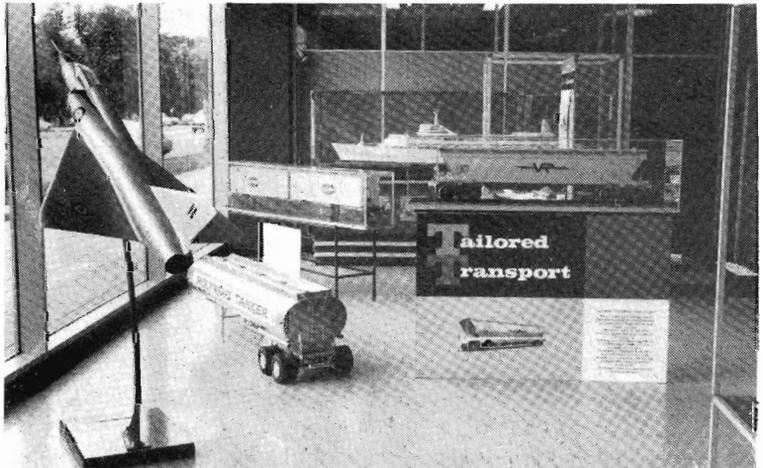
"Today, two Budgets later, we find that the Government has made no substantial increase in its allocation to the V.R. The sum of \$16.4 million voted for the 1966-67 year will cover no more than the day-to-day requirements in freight vehicles and track work without any possibility of reducing the tremendous backlog in renewals of accident-prone four wheelers and sub-standard structures. Not only did the Parliamentary Committee draw attention to the unsatisfactory state of the V.R. financial structure but this has become a consistent feature of the Commissioners' annual reports in recent years.

"For too long, the V.R. has been a political Aunt Sally and a source of dissatisfaction for its users. The time is long overdue for the Government to revitalise its largest commercial undertaking and the best way this can be achieved is by a realistic approach to the problem of capital investment.

"Possibly, some improvement may be indicated when the allocations for 1967-68 are announced in twelve months time."

—(Editorial in "Railway Transportation" December 1966)

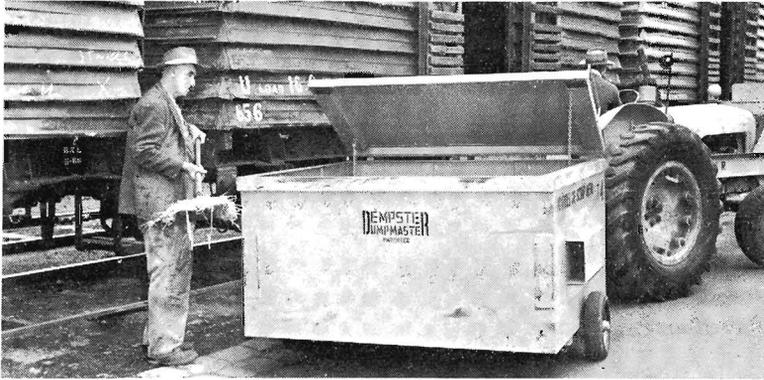
Rivals



Alongside models of other forms of transport, these models of a GJX aluminium wagon and the aluminium Flexi-Van units reinforce the railway message in a recent window display at the St. Kilda office of the Australian Aluminium Co. Ltd.

AND NOW

IT'S RUBBISH



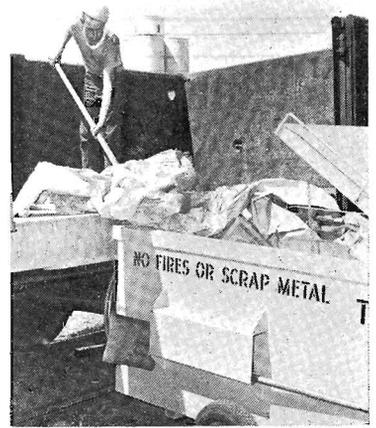
This type of container is designed to be hauled along a rake of wagons by tractor.



On its round of collection a *Dumpmaster* begins to lift a container.



Contents of the container are emptied into the packer body where it is compressed by a hydraulically-powered packer plate.



Refuse from a rail wagon is loaded direct into a container.

CONTAINERIZATION, it has been said, is gathering momentum. Well, it can also be said that the Department's latest form of containerization is—gathering rubbish. Briefly—it consists of a new method of collection and disposal that has been applied to the refuse from the Spencer Street area.

About 50 fly-proof and rat-proof steel containers, holding up to a ton of rubbish each are placed at various points in the area which covers the Goods Sheds, Parcels Offices, station, Head Office, Dynon Loco Depot, Car Shed and other points.

There are three types of containers—the static type, to which the rubbish is brought; one on casters, for use on platforms in goods sheds; and a third variety that is hauled by a trailer to collect refuse from a rake of wagons.

The rubbish is collected daily from the containers by a privately operated *Dumpmaster* which picks up each container and empties the contents into its packer body. This takes approximately a half-minute. There, the material is compressed to a fraction of its former volume by a hydraulically-powered packer plate. This enables the *Dumpmaster* to haul the equivalent of many truck-loads of material on one trip to the disposal area.

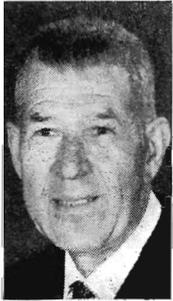
Prior to the introduction of the *Dumpmaster* system, refuse from the area was loaded into rail wagons and tip trucks for cartage to the Brooklyn tip. After an investigation by the Management Services Division it was disclosed that the new system of disposal would

- be more economical by releasing rail wagons and reducing shunting and haulage costs;
- eliminate fire risk from burning rubbish; and
- save much of the unpleasant task of man-handling the refuse.

The extension of the *Dumpmaster* system to other locations is under consideration.

100 talks

SOME years ago, Mr. A. E. Arnold, then a Train Controller, was asked by a club to give its members a talk on the railway system. The talk was such a success that he was asked by other clubs and groups to repeat it. The demand for this interesting speaker grew, until, at the time of his retirement last month, Mr. Arnold had given over 100 talks on the Department's activities.



Mr. Arnold

Mr. Arnold's wide knowledge of the V.R. system was the result not only of his practical experience as a Traffic Branch officer, but also of his close study of such sources as *News Letter* and the various news items and booklets published by the Department. The talks were given to a wide range of clubs and associations including, on one occasion, 110 members of the Adult Deaf and Dumb Society of Victoria. As he spoke, an interpreter put his talk into sign language.

Mr. Arnold began his career as a junior clerk at Inglewood in 1918. He was acting as a Train Running Officer in 1927, and for 17 years worked on all the boards at Train Control. At the time of his retirement, he was Train Running Supervisor. A point of interest is that Arnold railway station, in northern Victoria, was named after his grandparents who were pioneers of the district.

Mr. Arnold is leaving for a trip to New Zealand, and, on return, hopes to spend much time outdoors at Gembrook on his favourite hobby of gardening.

Nauruan for Fitzroy

ONE of this year's apprentices—Paul Aingimea from Nauru—has been signed up by Fitzroy. A good athlete, Paul played not only some Australian Rules football while in his native Nauru, but also tennis, soccer and basketball. He is 5 ft. 10 in. and about 12½ stone. (See centre pages.)

Reclamation Depot



A keen gardener, Mr. Dickins (*without jacket*) is shown being presented with a garden spray by Mr. F. Orchard, Comptroller of Stores. Other gifts with which Mr. Dickins was presented on the occasion of his retirement, included a mohair travelling rug, an electric shaver and a wallet of notes.

MR. E. H. Dickins, who retired recently after 30 years at the Reclamation Depot, has plenty of interests to keep him occupied during retirement. A Camberwell Philharmonic Choir singer, he is also an enthusiastic 35 mm. photographer, and church work has occupied much of his spare time.

He was a District Commissioner in the Church of England Boys' Society and a Sunday School Superintendent. Mr. Dickins joined the railways in 1918, and served his apprenticeship as fitter and turner at the Newport Workshops. He is a gold medal holder in first aid.

Ballarat First-aid



To wind up the first-aid year, Ballarat district first-aiders arranged a most successful night at the Ballarat Bowling Club. Visitors came from Maryborough, Bendigo and Melbourne. The evening took the form of an electric light bowls tournament. Shown with their trophies are members of the winning team (*left to right*) Messrs. D. Kinnane (skipper), M. Sternberg, R. Graham, and B. Cahill.

Almost every depot

MR. G. W. Godfrey, who retired last month as Chief Clerk of the Rolling Stock Branch, worked in almost every Rolling Stock depot and many of the branch offices in the system before his appointment as Chief Clerk in 1959. He began his railway career as a junior clerk at Head Office in 1918, went to Bendigo in 1922 and, in subsequent years, to Maryborough, Benalla, Ararat, Seymour, Jolimont, North Melbourne, Head Office, etc. In the 'twenties, Mr. Godfrey was an active member of the Bendigo swimming club, winning the Lenten Bracelet and the Heine Handicap. He also played junior football. In retirement, he intends to see much of Australia, starting with Tasmania.

New Chief Clerk

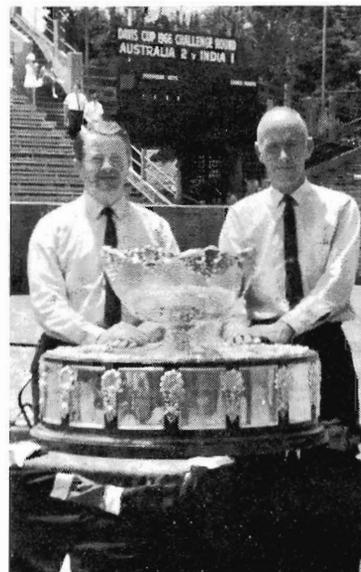
MR. A. R. Ray, who has succeeded Mr. Godfrey as Chief Clerk of the Rolling Stock

Branch, started in the Department as a junior clerk at Ararat in 1921. For some time he worked at Stawell before transferring to Newport Workshops in 1930. Nine years after, Mr. Ray came to Head Office where he was engaged on staff work. Among other positions, he occupied those of senior clerk at Newport Workshops, at North Melbourne Loco and at North Melbourne Workshops.

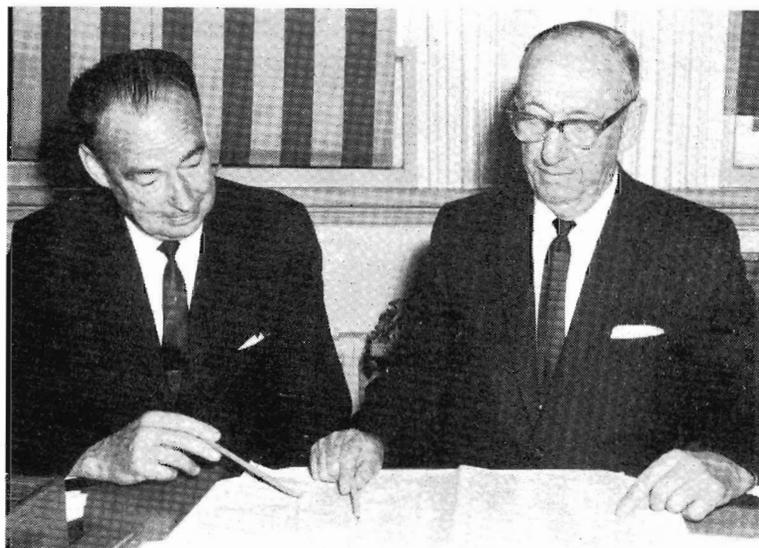
Mr. Ray, who has had a wide experience in rostering and staff work, recalls the biggest rostering jobs with which he was associated were those for the Queen's visit in 1954 and the introduction of standard gauge running.

A country footballer in his younger days, Mr. Ray is now a supporter of Footscray, despite the fact that his nephew, Ron Barassi, is coach of Carlton. Weekends often find him bowling on the City of Melbourne greens, Melbourne's oldest bowling club.

Davis Cup Umpires



During the 1966 Davis Cup Challenge Round played at Kooyong between Australia and India, two railwaymen each occupied the coveted centre chair for one of the five matches. Shown above with the Cup, they are Mr. P. J. Leek (right) who umpired the second singles match between R. Emerson (Aust.) and J. Mukerjee (India), and Mr. K. Bolton who umpired the doubles match. Mr. Bolton (Traffic Branch clerk, Head Office) and Mr. Leek (Assistant Engineer, Machinery and Water Supply Division, Head Office) are two of Victoria's top tennis umpires. Both are members of the Victorian Lawn Tennis Umpires Association Board of Management. They were also in the 1961 Davis Cup Umpires Squad, and have occupied the centre chair for interstate, state and national final matches.



Mr. Godfrey (right) hands over to Mr. Ray.

Children in stock

A humourist pointed out that whatever commodity might be out of stock in the Stores Branch, it won't be children. This was obvious from the record attendance of 250 children at the Stores Branch Social Club's annual Christmas party, held late in December at Unity Hall. (At the previous year's party, 146 children attended). Including parents, a crowd of 400 thronged the ballroom to give a great welcome to Father Christmas when he arrived with a present for every child.

Tooronga

NOW that another year has gone, it gives us great pleasure to write to you in appreciation

of the courtesy and attention that was given to us by the stationmaster and staff at the Tooronga station during 1966. . . —Harris and Nugent Pty. Ltd., Malvern, writing to the Commissioners.

Trout

I wish to convey my appreciation of the efforts of the Victorian Railways in the recent transport of yearling trout from Ballarat to Canberra. Your courtesy and co-operation contributed much to the success of the project. E. Wigley, Assistant Secretary, Lands Branch, Department of the Interior, writing to the Superintendent of Train Services

Chemistry and classics

CHEMISTRY and classical music form the unusual hobby combination of Station Assistant Gordon Aisbett, of Auburn.

At home he has a laboratory with about \$350 worth of chemical equipment. Although he has studied both chemistry and physics' Gordon's main interest, at present, is inorganic chemistry, and particularly the analysis of metallic ores. He plays the pipe organ and has a reed organ at home.



Mr. Aisbett

Much of his listening is devoted to the harpsichord and the old instruments played by the Dolmetsch group.

M.B.E.

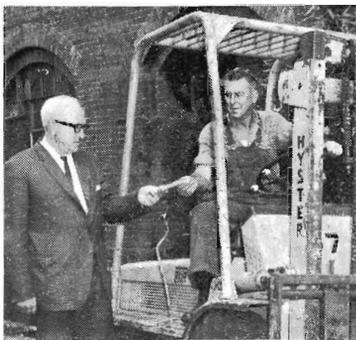
AWARDED the M.B.E. in the New Year Honours list, Cr. Rupert Bassett is a transport foreman at Newport Workshops where he has been located for 44 years. The award is in recognition of a lifetime of humanitarian as well as civic service.

Mr. Bassett has been a Footscray city councillor since 1953; has served twice as mayor; and is chairman of the council's public works committee. A Justice of the Peace, he is a life governor of Royal Melbourne, Royal Children's, Footscray, and Williamstown hospitals. Work on behalf of the younger and the older members of the community, are other activities of Mr. Bassett; he is president of Yarraville Elderly Citizens Club Management Committee, and vice-president of its Hostel Committee, the Yarraville Boys Club and Mouth Organ Band. He played a major part in raising \$3,200 for Yarraville Girl Guides Building Committee, Mrs. Bassett being a leader in the Girl Guides movement in the western suburbs.

Among the congratulatory messages received by Mr. Bassett was a personal letter from Sir Rohan Delacombe, the State Governor. Sir Rohan is number one patron of the Victorian Trugo Association, Mr. Bassett being number two patron.

Trainer

HEAD trainer for Footscray League football team is a railwayman—Fork-lift Driver A. E. Tomlinson of Newport Workshops. He was also head trainer for last year's V.F.L. carnival team that went to Hobart. And he trains Newport Workshops team in the V.R.I. competition. In the 'twenties and 'thirties, Mr. Tomlinson was a professional footrunner and had many successes. He won the Echuca Gift in 1924 and 1933, and a 600-yard race at Stawell in 1934. Other wins included a 220-yards at Wangaratta, a quarter-mile at Maryborough and a 220-yards and 440-yards at Echuca. Mr. Tomlinson has also trained foot-runners and bike riders.



Messrs. Bassett (left) and Tomlinson on the job at Newport Workshops.

Sandringham

ON January 19 I left my portfolio case in the 5.25 p.m. to Sandringham, only realizing my loss after the train had left to return to Melbourne.

I at once spoke to the A.S.M., and he and his staff got busy to such effect that when I rang him at 7 p.m. from my home at Mt. Eliza I was informed that the case was safely in the care of the Lost Property Office, Flinders Street, where I picked it up next morning.

This was wonderful service and I am deeply grateful to all concerned.

—John Grimwade, Director, Drug Houses of Australia Ltd., writing to Mr. Commissioner Rogan

Tourist Conference

THE Australian and New Zealand Government Tourist Conference, which was attended by Tourist Directors from all Australian States, Northern Territory, Canberra, New Zealand and the Australian National Travel Association held its Annual Conference at the Mt. Buffalo Chalet on December 1 and 2.

As Chairman of the 1966 Conference, I would like to express my appreciation of the arrangements made by the Victorian Railways.

The Superintendent Refreshment Services and his staff planned the details of meals en route by the Albury Express and *The Gippslander*. On the former, hampers were provided and on the latter, special arrangements were made in the Buffet Car. The Supervisor and her staff were most attentive and met every request made during the journey.

The Superintendent of Train Services made special arrangements to ensure that the Directors were seated suitably on both trains.

The Conference arrangements, accommodation and hospitality at the Mt. Buffalo Chalet were excellently carried out. Mr. and Mrs. McIvor were pleasant, hospitable hosts, and their staff were courteous, pleasant and attentive.

The Conference Dinner at the Chalet was a highlight. The service, food and arrangements could not be faulted.

All of the Directors spoke in glowing terms of the general services they receive at the hands of the Department.

Personally, I wish to express my appreciation of the co-operation which I received from all sections of the Department concerned in the Conference arrangements.

—M. Harkins, writing to the Chairman

A century of files



Mr. T. H. Bowen, Officer-in-Charge of Rolling Stock Branch correspondence registration, prepares to make an entry in the 100th index to the branch correspondence. As one volume is used each year, it can be said that 1967 sees the centenary of that registration system. The book itself is a masterpiece of book-binding. Fully bound in black morocco, it is a hand made book of about 500 pages with a most comprehensive index system of 162 inset headings. Weight of the book is about 13 lb.

"The Poisonmaster"

ROADMASTER R. J. Negri of the Engineer of Maintenance staff, who retired recently, was quite accustomed to receiving an occasional letter addressed to "The Poisonmaster", as part of his official duties consisted in planning the Departmental weed poisoning programmes. He also arranged for the fumigation of buildings and the eradication of white ants. In fact, a regular railway Borgia—as far as such pests were concerned.



Mr. Negri

Mr. Negri joined the railways at Ararat, in 1923, became a ganger at Nhll in 1937, and a road foreman eight years after. He was roadmaster attached to the Engineer of Maintenance division since 1957.

Stationmaster Wadelton

A recent caller at *News Letter* office was Mr. C. L. Wadelton who was S.M. at Spencer Street during the hectic years of the Second World War. He retired in 1947 and now lives in Hobart. This visit was the first time Mr. Wadelton had seen his old station since then. The new Spencer Street terminal, Princess Plaza, and the upsurge of skyscrapers in the city were subjects of interested comment from "Wadd", who, incidentally, was looking very fit for his years.

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

ROLLING STOCK BRANCH
Hopper, H., Newport
Tamburrino, G., Newport
Edmonds, H. R., Camperdown
Underhill, R. B., E. R. Depot
Owens, J., T. L. Depot
Barber, H. G. M., Newport
Hufer, A., Stony Point

TRAFFIC BRANCH
Frizzell, P. S., Melbourne Goods
McCurdy, T., Bendigo
Hill, R. M., Spencer Street
Gorman, M. A., Dynon
Bolck, Miss L. A., Moonee Ponds
Goullett, J. E., Spencer Street
Bodsworth, Miss S. P., Head Office

WAY AND WORKS BRANCH
Lanteri, A., Sale
Binns, D. C., Sale

RECENT RETIREMENTS...

ROLLING STOCK BRANCH

Howes, J. A., Newport
Harrison, A., Dimboola
Cassar, C., North Melbourne
Sprawson, A. C., Jolimont
Calcutt, F. E., Ballarat North
Darvell, A. L., Newport
Blay, F. J., Jolimont
Hare, H. E., Newport
Ferguson, S. C., Jolimont
Keating, V. D., Geelong
Treloar, H. K., Ballarat North
Brister, G., North Melbourne
Neve, A. W., Portland
Mather, J. A. G., Newport
Fleiner, E., Motor Garage
Newcombe, W. J., Jolimont
Willis, S. T., Newport
Burke, J. A., South Dynon
McCready, J. J., Jolimont
Hinchcliffe, W. W., E. R. Depot
Kewish, E. D., Ballarat
Godfrey, G. W., Head Office
Liddy, J. F., Jolimont
Coulson, V. McK., Newport
Camin, C. A., Mildura
Muir, J. A., Newport
Lazarides, K. G., Newport

TRAFFIC BRANCH

Brown, F. J., Ballarat
Walker, F. R., Melbourne Goods
Hammond, A. A., Flinders Street
Pickett, F. D., Beechworth
Nicholas, W. W., Flinders Street
Porter, D. A., Melbourne Goods
Duncan, A. J., Melbourne Goods
Featherstone, L. J., Ararat
Georgiou, P., Melbourne Goods
Male, R. G. A., Glen Waverley

WAY AND WORKS BRANCH

Pattison, R. L., Bendigo
Smith, H., Caulfield
Smith, J. B., Wangaratta
Larkins, J. L., Wangaratta
Warburton, C. A., Hamilton
Hart, T. L., Spotswood
Hovey, S. J., Laurens Street
Osborne, J., c/o Bonding Supervisor
Dingey, C. A., Spotswood
Allen, J. F., Ballarat
Coonan, A., c/o Foreman Plumber
O'Brien, L. A., Head Office

REFRESHMENT SERVICES BRANCH

Dzirne, Mrs. M., Newport
Smith, Mrs. F. H. B., Spencer Street
Bertram, D. H., Central Store
Wade, Mrs. G., Mt. Buffalo Chalet
King, Mrs. H., Richmond
Townsin, Mrs. E., Flinders Street

ACCOUNTANCY BRANCH

Scammell, D. A., Bendigo
Morley, T. G., Head Office

STORES BRANCH

De Fazio, A., Spotswood
Vock, S., Spotswood

COMMERCIAL BRANCH

Luke, W. J., Head Office
McCabe, J. J., Head Office
Malley, F. S., Clerk



Postal v Railways

THE Richmond Cricket Ground was the venue for the annual match against the Australian Postal Institute, this year's hosts. The weather was perfect, the pitch, and the outfield in tip-top condition and so the stage was set for a first-class tussle between those two old rivals.

We won the toss and Lew Balcombe, our captain, elected to bat. Pitcher and Kirkpatrick faced the bowling of Lee and Poole. The bowling while not causing our batsmen any undue worry, was very tight and this, coupled with excellent fielding, made runs hard to get. The first half hour produced only eight runs, and, when Pitcher was brilliantly caught behind by Owen off Poole, the score was 17, after 44 minutes of play. A few minutes later, without any addition to the score, Short was out (no score) and the first hour had produced only 18 runs. Balcombe came to the wicket and the scoring rate improved immediately. Combining well, this pair picked up a number of quick singles, mastered the bowling and started to score freely all round the ground.

After a well-made 40, Balcombe was out to a good catch off the bowling of Hales and we were 3 for 81 with an hour and 10 minutes left to bat. Counsel kept the score moving until he was well stumped by Owen off the bowling of Rasmussen, who with the next ball, claimed the wicket of Duggan, with what appeared a controversial decision. This left the score at 5/102, with 50 minutes to go. Then Kirkpatrick was out after a well-made 50, and we were in trouble. Cooney and Payne tried to force the pace, but were out to good balls from Rasmussen and Lee respectively. The last wicket stand of Allen and Montgomery saw 16 runs posted in as many minutes and both these batsmen were unconquered when time ran out. The score of 9/142 was hardly enough to win this match.

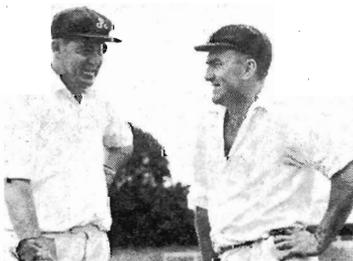
Postal opened up after lunch with Piper and Bowden, and these two immediately showed our bowlers that they were in charge. Picking up runs steadily and punishing anything loose, they had by 3.30 p.m., put together an unbroken partnership of 133, and with only 10 runs needed for victory they both retired with the game obviously safe.

However, our bowlers had not given up, and quickly claimed the wickets of Hogan (3), Hales (0) and Rasmussen (7). When Lee was bowled for no score, some interest was revived in the game, but Cutts and Rasmussen carried the score well past our total and with Poole making an unbeaten 33, Postal were 9/192 at stumps, and we were rather comfortably beaten by 50 runs.

Congratulations to Postal who were a much better side on the day, and commiseration to our boys who battled it out to the end. It was pleasing to see that our popular Chairman, Mr. E. A. Brownbill found time to attend the official luncheon and see a few minutes of play. Mr Norm Miller (Vice President, V.R.I.) and Mr. F. McCloskey (Chairman Sports Committee V.R.I.) were also guests at the match.

Metropolitan cricket

IN the metropolitan competition, Stores, Jolimont Workshops and Loco seem likely to finish in the top three places, but Spotswood



A.P.I. skipper Ron Owen (left) shares a joke with V.R.I. captain Lew Balcombe.

Workshops and Codon are having a great battle for fourth place. Matches at present in progress will decide this position.

Basketball

AN invitation has been received from South Australia, to participate in the first ever interstate basketball carnival. It will be held in Adelaide from October 17 to 25.

Both male and female teams are invited, and matches will be played under the international rules of basketball (five a side). It is hoped that Victoria will accept the invitation as this carnival is the direct result of the games that have been played between Victoria and South Australia over the past few years, and it would be most fitting that we should be represented in both sections in Adelaide in October. Any Institute member, whether in the country or metropolitan area, who seeks selection for either the girls' or men's teams, should contact me on Auto 2445 for further information. It is anticipated that the teams will be selected some time in July.

Bowls

FOR a social match, 85 members (including wives) of the Social Bowling Club recently went to Maryborough V.R.I. Bowling Club, and 51 players (from the metropolitan area, Bendigo, Ballarat, and Seymour) actually participated in the game. Laurie Hindson and his Bendigo Rink took home the trophy, and from all reports the day was most enjoyable.

Another first in 1967 is a match which will be played against the Australian Postal Institute at the Middle Park Bowling Club on Wednesday, April 5. Play will begin at 10 a.m. and conclude at approximately 4 p.m. This match has been on the drawing board for a number of years, and now that it has become a reality it is hoped that we can field a

first-class side. It is proposed to play a team of five rinks (20 players) and any V.R.I. member seeking selection should forward an application to the Hon. Secretary, V.R.I. Social Bowling Club, or myself, C/- the V.R.I. Flinders Street. It is essential that these applications be in this office no later than Friday, March 10, so that the team can be selected prior to the Easter break.

Women's Athletics

GLANCING over the results of the Victorian championships it is once again apparent that our V.R.I. Women's Athletic Club is one of the strongest Clubs affiliated with the V.W.A.A.A. Among the performance put up by our girls were two finalists in the open 100-yard event, a win in both the open 300-yard and 400-yard relay events, a third in the open long jump, and teams in the finals of the junior and sub-junior relays respectively. Of course, one of the best individual performances of the championships, if not the best, was the effort by Chris Malakar of our club who won the 100-yard, 220-yard, 440-yard and 100-metre junior titles.

Printers v Printers

IN the pleasant surroundings of Upper Ferntree Gully, an enjoyable social cricket match was played on Sunday, January 22, between the staff of the V.R. Printing Works and the State Government Printery. Batting first, the V.R. men were all out for 121; then, with a score of 169, victory went to the Government Printers. Top scorers for V.R. were L. Smith 38, G. McPhee 21, and J. James 16 n.o.; for Govt. Printers C. Russell 74 n.o., A. Dell 29, and C. Barassi 21. Best with the ball were L. Smith and F. Chandler (V.R.), and P. Ogier and A. Carr (Govt. Printers).



Melbourne Yard batsman clean bowled in the match against Spotswood on January 19.

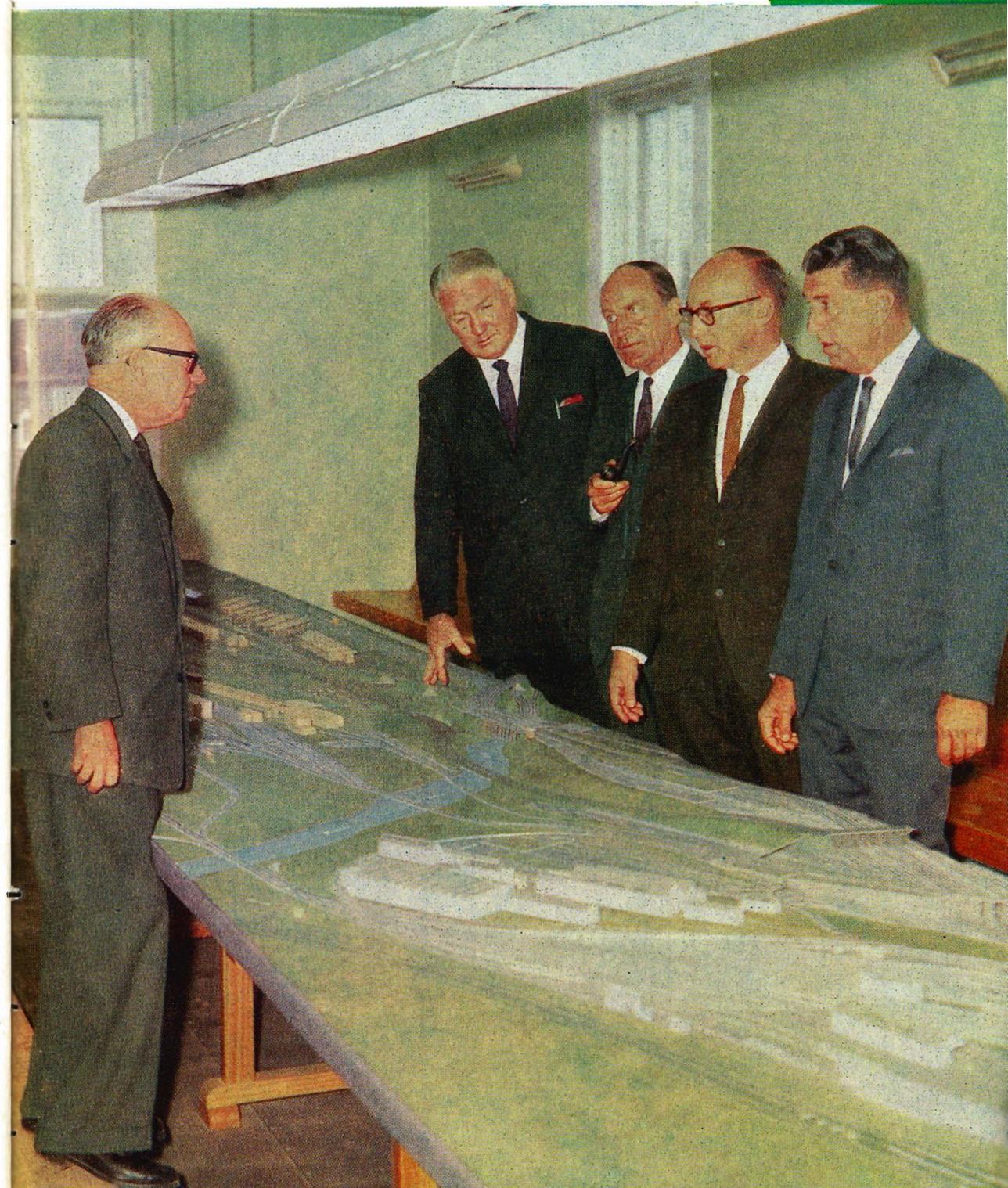
VICTORIAN RAILWAYS

NEWS LETTER

MARCH



1967



The facts about the wheat harvest

THE Victorian Railways, although performing well with existing rolling stock, has again proved it is inadequate to keep abreast of (Victoria's wheat harvest) requirements . . . Some sound, forward-thinking policy will have to be evolved to meet the needs, and protect the interests of the cereal industry".

The above statement attributed to Mr. E. E. Nuske, Australian Wheat Board member, in the *Wimmera Mail-Times* of 23.1.1967, did not fairly portray the facts.

Despite the exceptional wheat harvest in the north-east district, the late overall seasonal harvest, and the most unusual situation of wheat, oats and barley ripening simultaneously in all grain districts, the Railways have not experienced abnormal difficulties in transporting grains or any other commodity, except for the slow discharge and turn round of vehicles at grain and shipping terminals—a factor that was absolutely beyond their control.

For example, at one stage of the wheat movement there were 1,180 vehicles waiting unloading at Geelong.

A somewhat similar situation had existed at Portland. There has been as many as 1,000 wagons under load either en route to or at Portland over the Christmas period. This was due to a limited number of shifts working, and, as the oat harvest ran into the wheat harvest, the "loss" of these wagons had a decided effect on the early supply of the standard GY vehicles for the carriage of wheat.

It was the "sound, forward-thinking policy to meet the needs and protect the interests of the cereal industry", suggested by Mr. Nuske, that was responsible for the action taken by the Railways to grain-proof many I wagons for the oat traffic and so release an equivalent number of GY wagons for the wheat movement.

Wheat from Echuca lines had been sent to Dunolly, because the Grain Elevators Board could not immediately handle it, and, for a period, all Geelong-consigned wheat from areas beyond Marmalake was diverted to the Marmalake storage at Murtoa, for the same reason.

Consequently, it was very difficult to understand why Mr. Nuske had claimed the Railways "were inadequate to keep abreast of requirements".

Another vehicle delay cause was the time taken to unload super-

phosphate back-loading in grain-proofed vehicles returning to the wheat areas.

The Railways have no control over the unloading of grain and superphosphate; those commodities are handled by other authorities, agents or contractors.

Superphosphate users could help themselves and the Railways if they ordered their requirements when there was an ample supply of wagons available and so avoid the busy wheat harvest peak rail movement.

It is a poor reward for all those railwaymen who have not spared themselves in clearing overflow wheat from silos and transporting it to country storages or the seaboard, to hear the criticism attributed to a member of the Wheat Board.

The big task of clearing Victorian country silos of wheat surplus to capacity was completed in the second week of February.

FRONT COVER

Using a 34-ft. long model of Melbourne Yard and Dynon, Mr. L. A. Reynolds, Chief Civil Engineer, (*left*) explains existing railway facilities, and future plans to meet the containerization expansion, to members of the Queensland Parliamentary Transport Committee during their Victorian survey last month. See story on opposite page.

Checks for counterfeit notes

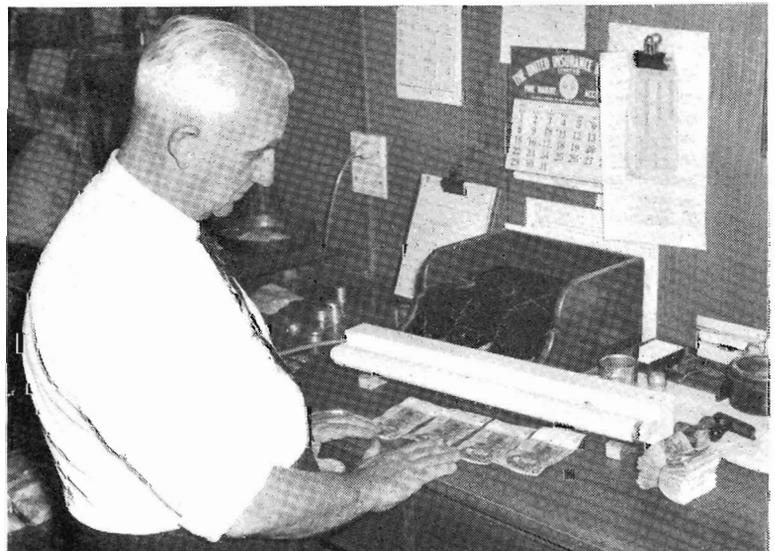
AS soon as news was received of the existence of forged \$10 notes, the Department took immediate steps to ensure that no counterfeit notes were taken into Departmental cash.

Particular care was taken with money paid as wages to railway staff. Instructions were issued that all \$10 notes received from banks must be individually checked to ensure that the Department was paying in genuine currency. At the Spencer Street Pay Office, a team of ex-

perienced cash clerks makes a special check of \$10 notes received from the banks each fortnight. To assist in this, ultra-violet lamps are used. Under the lamp, the watermark on a counterfeit note shows as a brownish smudge; with a genuine note this does not happen.

Ultra-violet lamps are also installed at the Cash Office, and booking offices at Spencer Street, Flinders Street and Princes Bridge.

It is intended to continue these checks until the risk of receiving counterfeit notes is eliminated.



At Spencer Street, Chief Booking Clerk L. S. Valentine examines \$10 notes under the ultra-violet lamp.

CONTAINER FACT FINDERS



QUEENSLAND could learn quite a lot from Victorian containerization handling techniques, Mr. W. E. Knox, Queensland Minister of Transport, said last month.

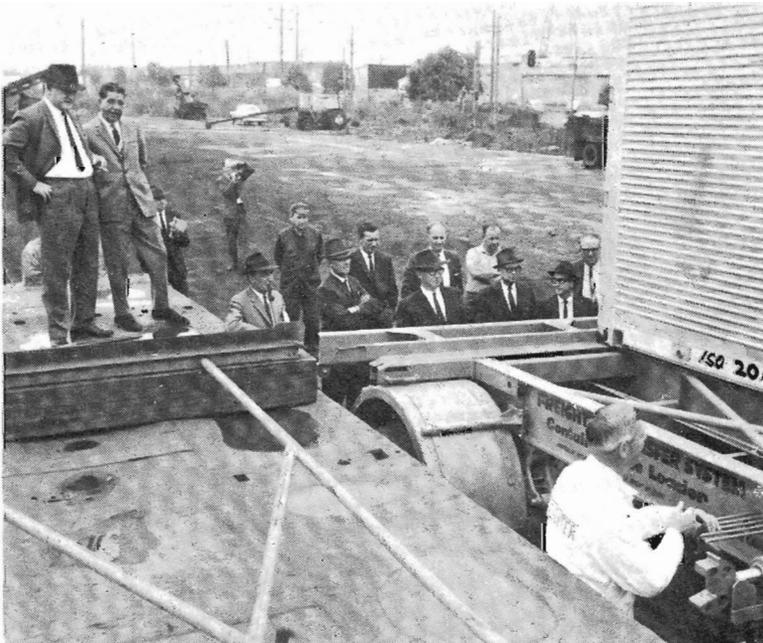
His remark, as leader of the Queensland Parliamentary Transport Committee, followed a 7-day fact finding mission to Victoria and Tasmania to study containerization and handling methods.

He was accompanied by Messrs. N. Lee, M.L.A., V. B. Sullivan, M.L.A., G. T. Chinchen, M.L.A., E. Robinson, Queensland Railways, D. Morrison, Division of State Transport, and T. Campbell, private secretary to the Minister.

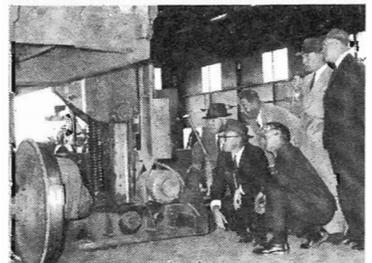
In Victoria, they inspected rail freight terminals and saw demonstrations of containers being loaded and unloaded, and wagons being bogie-changed at Dynon. Inspections of wharves, shipping terminals, interstate cargo ships and a road transport depot were also made.

During their Victorian inspections they were accompanied by Messrs. G. F. Brown, Deputy Chairman of Commissioners, L. A. Reynolds, Chief Civil Engineer, and, depending on the location, by officers of the Traffic and Rolling Stock branches.

On their arrival at Spencer Street by *Southern Aurora* on February 7, the members of the Queensland Parliamentary Transport Committee were welcomed by the Minister of Transport (Mr. E. R. Meagher) and the Deputy Chairman of Commissioners (Mr. G. F. Brown). Photograph shows (left to right) Messrs. N. Lee (M.L.A.), V. B. Sullivan (M.L.A.), W. E. Knox (Queensland Minister of Transport), G. F. Brown, E. R. Meagher, and G. T. Chinchen (M.L.A.).



The party visiting the Fruit Shed at Dynon seem satisfied that the Queensland bananas have enough bend in them.



Watching the bogies of a wagon being exchanged at Dynon.

At Dynon, the party watches a container being moved from road to rail by a side transfer method.

To some it's a mere name on the map, to others a little more than a whistle stop, but the facts show clearly that railway station No. 182 is an important asset to the railways, the town, and State. . . the station is

BEALIBA



Arrival of the diesel rail-car at Bealiba.

BEALIBA, 137 $\frac{3}{4}$ miles from Melbourne, on the main Mildura line about half-way between Maryborough and St. Arnaud, is a big rail centre for wheat and oats.

A record 150,000 bushels of wheat were loaded at Bealiba this year. It was sent mainly to Geelong for export, and some to the Dunolly storage.

There are two wheat storages at Bealiba. The recently installed single bin steel elevator holds 75,000 bushels and the *Behlen* storage 33,000 bushels.

The *Behlen* storage is actually a third of a pre-fabricated pressed steel *Behlen* shed, of 100,000 bushels capacity, bought from the U.S.A. by the Grain Elevators Board some years ago. The remainder of the shed was erected at two other stations. The walls are supported with steel tie-rods inside to resist the outward pressure of the wheat.

The new elevator has a longer life and lower operating cost than the *Behlen* shed. Both storages serve the same purpose of receiving, storing, and unloading wheat.

Bealiba district had its biggest ever oat season this year. About 200,000 bushels—the second highest quantity in the State—were progressively delivered to the 60,000-bushel bulk storage bin adjacent to the wheat storages. The storage overflow of oats was railed to Portland and Geelong.

The haul of wheat and oats was handled with machine-like efficiency by the railways. During one week in January over 100 wagons were loaded and despatched from Bealiba.

Firewood and sleepers were prominent in the stations outwards goods tonnage of 4,497 last financial year. There were also 1,540 bales of wool railed from Bealiba. Inwards goods tonnage last year was 1,613.

Quality sleepers

Some of the best quality railway sleepers in the State are supplied from the Bealiba district. The Department has contracts with eight cutters who supplied 11,480 grey-box sleepers at Bealiba station last financial year. Sleepers are inspected and bought every two weeks by the Department's timber inspector who pays cutters on the spot.

Stationmaster Harold Schranz and Assistant Stationmaster Frank Cutby are justly proud of their station, "The population of Bealiba is only 350, yet this station had a total revenue of \$25,341.87 last year" is a typical remark from Mr. Schranz.

Bealiba is well served with passenger trains—two trains to and from Melbourne four days a week and one on the other three days. Most of the



Bealiba stationmaster for the last 3 $\frac{1}{2}$ years, Mr. H. Schranz operates the signal after the departure of the rail-car.

local poultry farmers send their eggs by passenger train to the Egg Board pool at Maryborough.

The name *Bealiba* comes from two native words—*Beal*, the red or flooded gum tree and *Ba*, a creek.

Bealiba station became part of the Victorian Railways in 1878 when the 32-mile section between Dunolly and St. Arnaud was built by contractors Monie and Mattinson at a cost of £83,434.

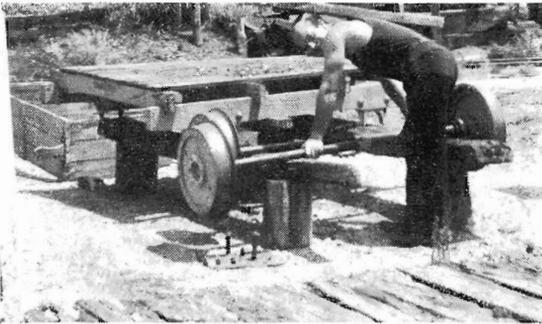
However, it was 1879 before J. Summerland completed the passenger platform at a cost of £545,10.0. This and the town's public library, built at the same time, were Bealiba's first public buildings, both still standing today.

Track gang No. 9, stationed at Bealiba under the control of Ganger Algy Whitford, won the award for the most improved length in the Midland district last year, and all five members of the gang were given the usual cash awards by the Commissioners. Their 12-mile length extends four miles on the up side of Bealiba and eight miles towards St. Arnaud.

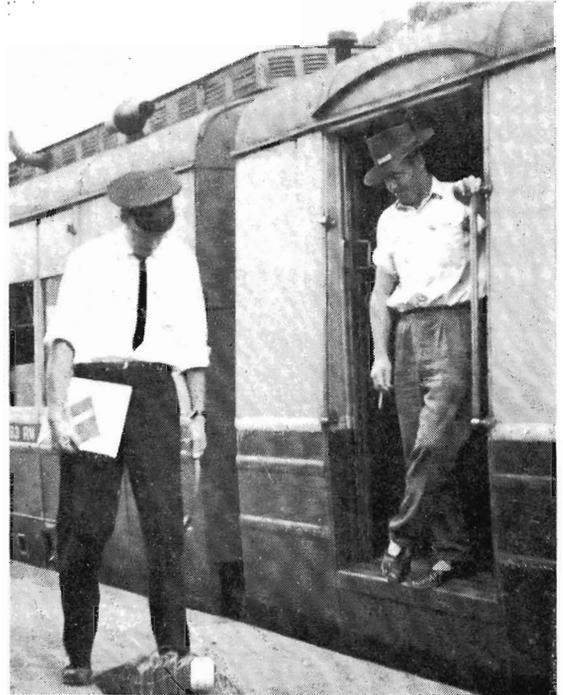
A highlight for the town comes each year when the Commissioners make their Northern and Midland visit of inspection—one night of the five-day tour is spent at Bealiba.



Wheat is received at the steel elevator (left), and passes to the *Behlen* shed used as an annex bin. Inset shows the oats storage bin adjacent to wheat storages.



End of the day for Repairer A. Jenks



Stationmaster H. Schranz checks material received from Guard L. Hill.



Grey-box sleepers awaiting inspection.

Wedding bells



Shown after their marriage at Bentleigh Methodist Church are Mr. and Mrs. R. Orme, both of whom are railway staff. Mr. Orme is a Traffic Branch clerk who, before his recent call up for National Service, worked in the Freight Operations Division at Head Office. His wife, formerly Miss Barbara D'Arcy, is a typist in the Secretary's Branch.

1927 Apprentices Reunion

It is proposed to hold a reunion of 1927 V.R. apprentices about the end of April or May, this year. Those interested can get further information from Mr. F. Hunt, Machine Shop, Newport Workshops (Workshops extension 33), or 391.3876.

Raised new fig

MR. R. N. Jones who retired last month as senior clerk in the Livestock Division, has maintained a lifelong interest in fruit and vegetable gardening. Some years ago, he had the satisfaction of raising a new variety of fig in his large garden at Preston. The fig—named Preston Prolific—is still one of the best varieties and is grown widely in Australia. An official report from the N.S.W. Department of Agriculture described Preston Prolific as having “better processing qualities than other figs, and good cropping habits”.



Mr. Jones

Mr. Jones has also raised a new variety of nectarine, Bonanza, and a new variety of lemon that he has not yet named. At present he is interested in developing the *chloriflower*, a cross between the cabbage and the cauliflower; in appearance, it looks like the latter but has a green heart.

In his library on gardening, Mr. Jones has some interesting old books, including one published in 1806 and written by the head gardener to King George 111. Despite its age, the book can still throw light on some modern gardening problems.

Mr. Jones was born at Wandiligong (near Bright), joined the Department in 1918, and was in the Livestock Division for 45 years.

Unusual

WHEN Mr. V. McK. Coulson was fawelled on his retirement recently as foreman of the Rail Motor Shop at Newport Workshops, one of those at the function was Mr. J. S. Crowe, an 84-years-old retired railwayman from Macleod. Mr. Crowe was the first fitter and turner with whom the young Coulson worked when he joined the Department as an apprentice 49 years ago. Mr. Coulson had been foreman of the Rail Motor Shop since 1958.

More old books

THE item in last January's *News Letter* about Pimpinio's old station books that included an Unentered Traffic Book with its first entry dated November 6, 1913, has brought to light some further contenders for the antiquity stakes. North Geelong has an Auditors' Remarks Book going back to September 16, 1904, a Lost Property Book to 1906, and, still in use, an Interim Pass Book that was started in 1917. But Newcastle caps the lot with a Lost Property Book going back to October 12, 1881. The same station also has an Unentered Traffic Book with a first entry of August 27, 1911, and an Auditors' Remarks Book started in 1905.

Caulfield P.S.C.



Signal Supervisor R. Hawken (centre right), shown receiving a retirement presentation from Assistant Signal and Telegraph Engineer C. Clayton, had 48 years' service in the Department, the last seven at the Power Signalling Construction section at Caulfield. A gun enthusiast for many years, clay pigeon shooting at the Lilydale gun club will still be one of Mr. Hawken's interests in retirement.

RECENT RETIREMENTS...

ROLLING STOCK BRANCH

Kisler, D. Le. R., Newport
 Johnston, H. E., Newport
 Pellissier, J., E.R. Depot
 Prigg, C. A. W., North Melbourne
 Tratt, W. J., Head Office
 Maher, J. L., Newport
 Hamilton, W. B., Bendigo North
 Loton, J., Newport
 Davidson, J. A., South Dynon
 Hewett, S., Ballarat North
 Puracchio, A., North Melbourne
 Ghent, A. K. R., Newport
 Green, W. C., Newport
 Monk, F. J., Ballarat
 Hunter, S. W., Jolimont
 Richardson, A. E., North Melbourne
 Mathews, A. E., Echuca

TRAFFIC BRANCH

Milledge, W. T., Spencer Street
 McRobinson, R., Huntingdale
 Watson, G. F., Lara
 Allen, H. E. P., Melbourne Goods
 Cathie, R. A., Flinders Street
 Harris, C. T., Geelong
 Tilley, J. C., Hurstbridge
 Willis, J., Melbourne Goods
 Stalker, Mrs. G. G., Yendon
 Drury, L. J., Bridgewater
 Evans, J. L., Flinders Street
 Gouldsmith, E. N., Spencer Street
 Toomey, W., Spencer Street
 Owen, K. C., Ararat
 Allen, R. J., Kensington
 Hamilton, L. L., Geelong

WAY AND WORKS BRANCH

Baker, R. A., Murtoa
 Kimpton, E. G., Caulfield
 Lombardo, S., Ballarat
 Stalker, D. R., Ballarat
 Cowling, A. A., Spotswood
 Hedges, H. L., Warragul
 Leighton, E. W., Laurens Street
 Glassenbury, W. A., Wodonga
 Antonio, A. J., Ararat
 Bell, J., Special Works
 Loe, N. D., Geelong

STORES BRANCH

Wishart, J. P., Head Office

REFRESHMENT SERVICES BRANCH

Peatt, Mrs. D., Flinders Street



When Fireman Bob Lawrence, of South Dynon, returned last month from a visit to England he found his friends Messrs. Peter Martin, Trevor Thomas and Wayne Mills had arranged a special rail car to take the party from Port Melbourne pier to Bob's home station, Oakleigh. Bob is shown being greeted by (from left) Trevor, Wayne and Peter. (Photograph; "The Age")

Novel advertisement



At Armstrong, this buggy has attracted the attention of rail users ever since Assistant Stationmaster A. E. Boothman painted it in five colours, added the sign, and decorated it with the geraniums that the picture shows him watering. About 50 years old, the buggy belonged to Mrs. Boothman's grandfather.

(Photograph; "Ararat Advertiser")

14 days

LAST month, a lout who molested a train passenger received his deserts. The passenger, a woman, complained to the Guard—Mr. T. J. Caulfield who, after a chase caught and handed the lout over to the police. Later, at Sunshine Court, the man was convicted on two charges of assault and sentenced to seven days imprisonment on each charge. This is not the first occasion that Guard Caulfield has detained culprits who were causing trouble on trains; altogether, he has taken such action on five other occasions.

Dunolly

RAILWAYMEN at Dunolly report that a collection made among the station staff, track gangs, and relaying gang at Tarnagulla, for the Tasmanian bush fire victims, realized \$17.65.

* * *

FIRST permanent Victorian Railways workshops were erected at Williamstown and Batman's Hill in 1885.

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Thomas, O. A., Newport

TRAFFIC BRANCH

Cock, T. J., Dynon
 Coombe, W. E., Head Office
 Daniel, J. D., Bendigo

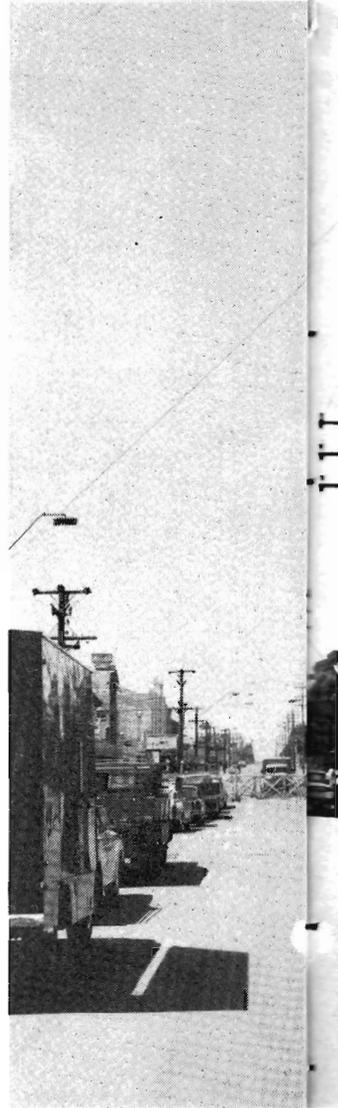
WAY AND WORKS BRANCH

Ellis, W. C., Bendigo
 Gooding, R. R., Spotswood
 Witton, A. E., Ballarat
 Rihuetta De Las Heras, E., Flinders Street

GIRDER RENEWAL: Major girder renewal work on the Swanston Street bridge began on February 11. The work will affect traffic over the bridge for about eight months, mainly at week-ends. Here the first of the new girders is lowered into position. (See *News Letter*, January '67)

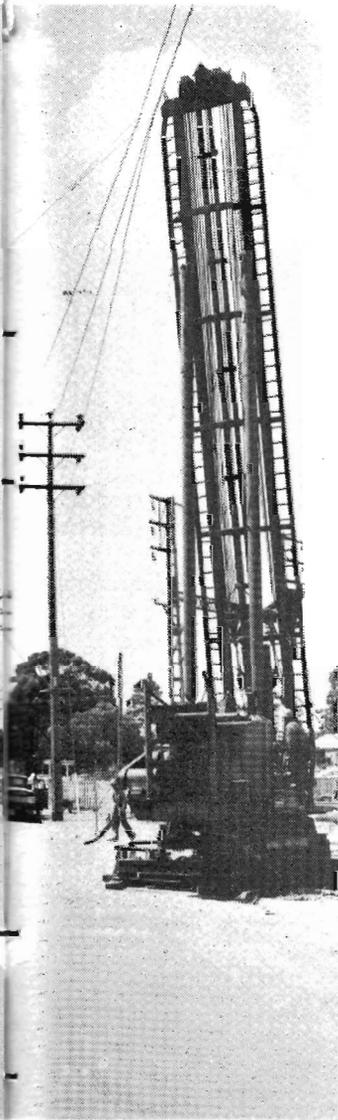


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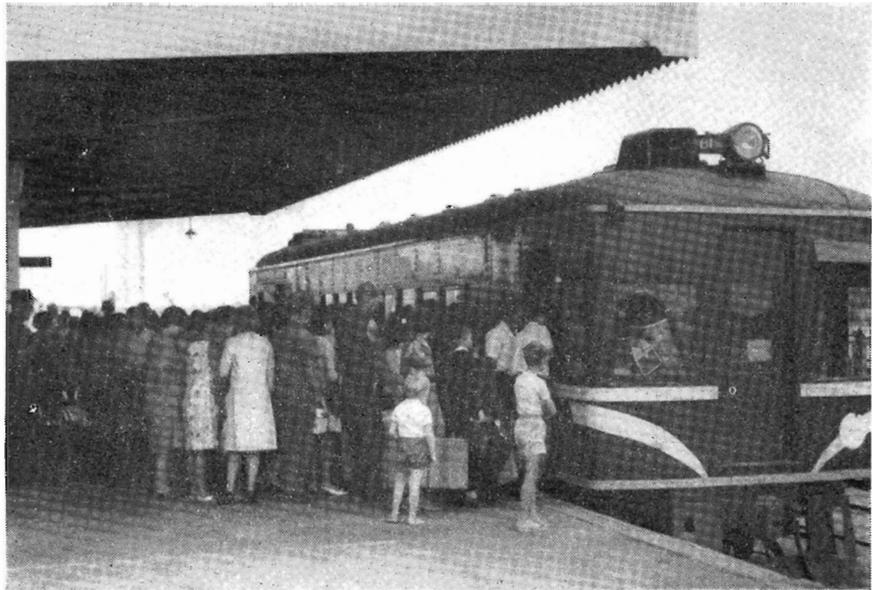


OVERPASS: Pile driver at work to replace the level crossing and

NEWS
OF
NEWS

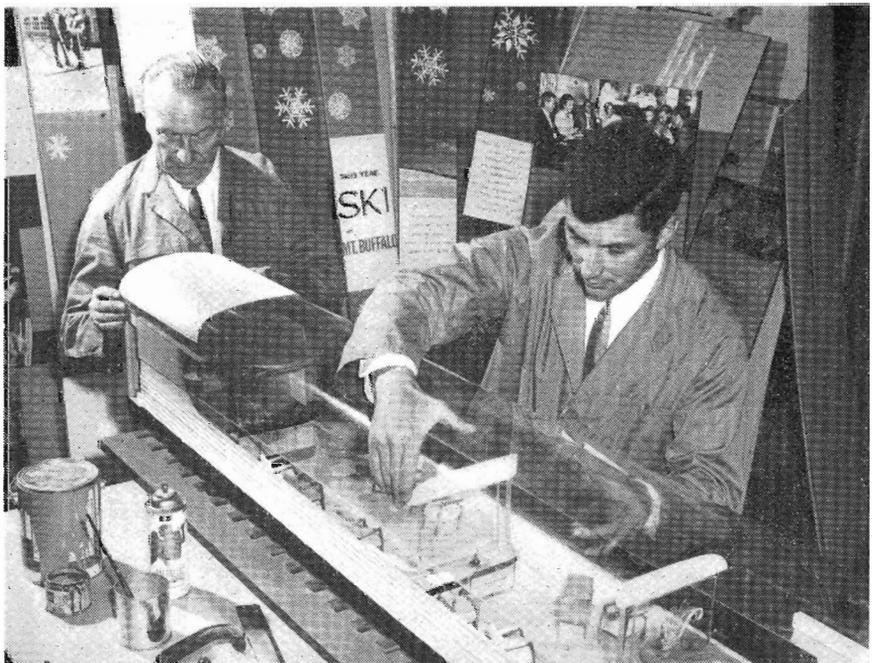


On the site of the overpass that will cross Warrigal Road, Oakleigh.



HAPPY TRAVELLERS: Quite a crowd was on the station at Hopetoun (in the Mallee, 254 miles from Melbourne) when a group of children from the district boarded the rail motor on the first stage of their journey to the Lord Mayor's Holiday Camp at Portsea. Stationmaster R. G. Austerberry and Assistant Stationmaster W. J. Corbett safely dispatched the excited passengers. Rail motor driver was Mr. W. T. Burke.

MODEL: Messrs. V. H. Wickenton (left) and A. J. Gouldson of the Public Relations and Betterment Board staff are bringing a 1/12th scale model of the *Southern Aurora* club car to completion. The model will be used in publicity displays to stimulate traffic. Perspex roof and sides reveal the luxurious interior.



MODERN GOODS WAGONS AND FACILITIES IN JAPAN, CANADA AND U.S.A.

RAILWAYS today are experiencing an upsurge in business, particularly in the transport of goods. During our visit to Japan, Canada and U.S.A., we were able to inspect goods yards, freight wagons and repair and research facilities.

The picture was one of contrast.

Japan, with its population concentrated along a narrow coastal strip, operates small freight trains at frequent intervals over short distances. Most of the marshalling yards are small, with no major automated yards, although the yards at Suita in Osaka, and Shin Tsurumi and Omiya near Tokyo are equipped with car retarders, automatic classification devices and teleprinters. Another automatic yard being constructed at Koriyama north of Tokyo, could well lead the world in this sphere.

Most wagons are of light construction and the draw gear is light. A very high standard of shunting control, and a strict sense of responsibility right down the line, ensure that wagons and the freight they carry, arrive at their destination undamaged.

Although about 20 per cent. of the system is electrified, steam locos were extensively used on goods trains, also there was a small number of diesel locos. The use of locos of diesel-hydraulic design is very surprising in a country such as Japan which has a highly sophisticated electrical industry.

No doubt the relatively light loads hauled by diesel-hydraulic locos on goods trains influence the choice.

Unlike Japan, Canada is a country of vast distances with its population more evenly spread, resulting in longer hauls for freight trains. Movement of freight in Canada is based mainly on export requirements, and major hauls are between the east and west coasts, and Great Lakes area, with shorter north and south routes to connect with railways in the United States. Automation of the shunting yards, particularly at Toronto and Montreal, has enabled both the Canadian National and Canadian Pacific Railroads to speed

up the turn-round of wagons and thus achieve greater utilization of the available rolling stock.

The picture is somewhat similar in the United States of America, where the population is spread over wide areas involving long hauls for goods trains transporting various commodities and export goods. Thus, trains operating in the U.S.A. are exceptionally long, and tonnages very high, as compared with our Australian standards. Multiple-unit, diesel-electric locomotive operation is almost universal, and it is not uncommon to see up to 10 power units operating on trains hauling ore and similar bulk loading, either as a single unit at the head of the train or spaced along the train and radio controlled from the leading locomotive.

Tailored rolling stock

As railways are tailoring their rolling stock to the needs of the customer, there is a tendency towards the building of higher capacity wagons. This necessitates heavier and more robust construction and the fitting of heavier draw-gear components to meet the requirements of long trains and high-tonnage operation. The use of these long trains, in turn produces problems of siding accommodation.

Automated freight marshalling yards are being introduced at strategic points throughout the country to expedite traffic. In most cases, provision is made for through trains to readily by-pass these yards.

Effective wagon utilization is a problem and although there are about 1,850,000 serviceable wagons in the U.S.A., statistics show that each vehicle is, on the average, loaded only once every 18 days. There is a continual demand which exceeds the railways' ability to supply. Although large numbers of new and specialized vehicles are introduced each year, railway authorities, realizing the difficulties of ensuring a quick return of vehicles from other systems, are reluctant to invest in new rolling stock of a general nature. It has been estimated that if the average load cycle per vehicle could be reduced by one day, the effect would be the equivalent of adding 150,000 high capacity wagons to the

fleet. It is not, therefore, surprising that considerable amounts of money are being used to shorten wagon turn-round times, with consequent improvements in customer services and vehicle utilization.

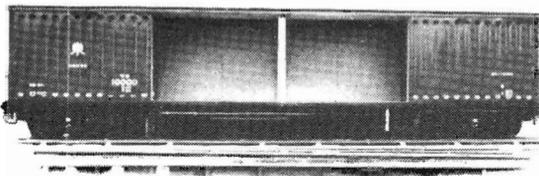
The Association of American Railroads car service rules under which rental is paid for vehicles used on other than the owning system, are not sufficient, in themselves, to ensure quick return of vehicles. Charges are tied to depreciated value, and range from \$US2.16 per day for smaller units up to \$US12.18 per day for a unit costing \$US35,000 and over. Many of the railways feel that the rates must be increased to a stage where those willing to invest their capital in freight vehicles will receive a realistic compensation from the systems that use them. If such is the case, it is felt that railways will have an incentive to build rolling stock, which will, if used by other systems, bring in a reasonable return for the capital outlay.

Penalties

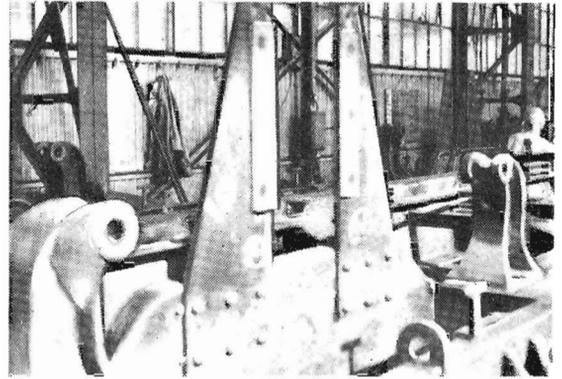
The Interstate Commerce Commission has power to impose emergency orders when necessary, but in the main, concerns itself with the setting of demurrage charges for the holding of wagons by shippers. Although these have been increased in recent times, the general opinion is that they are still very moderate. However, the Commission has imposed penalties where it is essential that wagons be returned to their owning system quickly. High penalties have been listed to ensure rapid return of wagons. In the case of some special lumber wagons, a special charge has been levied to ensure that the eastern railways do not keep them out of the western systems.

A surcharge of \$100 per day is imposed to ensure rapid return of some special wagons.

In general, 48 hours free time is allowed, except at ports, where it is usually seven hours, or in some cases slightly more. After the elapse of free time, charges are \$US5.00 a day for the first four days, \$US10 a day for each of the next four days, and \$US15.00 a day thereafter.



Japanese box van



Japanese plate type W guard. Note shape of side sill at point of attachment

(Left) Container wagon, Japan

These rates contrast with the charges made for detention of road motor vehicles where non-powered units (trailers, etc) get only eight hours of *free time*, after which the charge is \$US12.00 for the first 24 hours or portion thereof, \$US15.00 for the second 24 hours or portion, and \$US25.00 for each succeeding 24 hours. Charges for powered units range, according to capacity, up to \$US10.00 for one hour (or less) in excess of free time, and \$US2.50 for each succeeding 15 minutes of portion thereof. (Rates quoted, although not standard throughout U.S.A., apply in the central states territory, embracing highly industrialized areas of Illinois, Indiana, Ohio and part of Pennsylvania, and may be taken as a fair example.)

In addition to their efforts to get more effective utilization of existing rolling stock, railways today are building and buying larger and more specialized freight wagons to effectively cope with the loading offering and to ensure that freight is carried without damage.

Unfortunately however, the modern and the specialized wagons that are so often featured in magazines and advertisements, represent only a very small proportion of the rolling stock in use.

JAPAN

In Japan, where about 150,000 wagons are in use, most of the vehicles are of the older 4-wheel type, with a capacity of 15 tons, 50 per cent. being box type, and 40 per cent. *Gondola* or open wagons. Refrigerator, tank and miscellaneous wagons, including a few bogie vehicles, make up the remainder.

All Japanese wagons are maintained in a particularly good condition.

In recent years, lightweight construction has enabled the Japanese National Railways to increase the load capacity of the majority of its 4-wheel wagons to 18 tons.

The most noticeable feature of the J.N.R. 4-wheel wagon was the very light W guards.

Officials said that little trouble had been experienced with these W guards. One can only conclude that the reason why the light W guards do not break on the Japanese system (which also permits very light bogie and vehicle design), is the very high quality of the tracks.

The Japanese National Railways have introduced a 5-year plan to improve their freight services to keep pace with increased economic activity throughout Japan, and have established four definite targets in addition to the aim of obtaining better and larger rolling stock.

Their targets are—

- The systemization of rapid freight transit.
- A wider use of containers.
- Door to door transport for palletized goods.
- Operation of unit trains for specific commodities where practicable.

They have built a number of container transport wagons that can carry five standard J.N.R. containers. These wagons have an overall length of 57 ft. with a load capacity of 34 tons. They are fitted with air spring bogies, automatic tight-lock couplers, and load compensating air brakes for use on high speed trains.

Similarly, high-speed bogie, box

and refrigerator wagons are now being introduced.

The box wagons, which have a capacity of 30 tons, have four separate compartments, each with space for six standard pallets which may be loaded through the full width doors to each compartment.

Although designed primarily to carry palletized goods on the Tokaido and San Yo lines, these wagons may also be used, with the partitions removed, for general goods.

The refrigerator (or insulated) van is of the 2-compartment type, each compartment having a capacity for 12 tons of goods. Provision is made for a supply of dry ice, but no ice boxes or refrigerator unit are provided. A smaller capacity refrigerator unit has been built on an underframe of the same length, portion of the space being occupied by a small guards' van.

This method has also been used with the container unit by reducing the load to four containers and providing space for a guards' van.

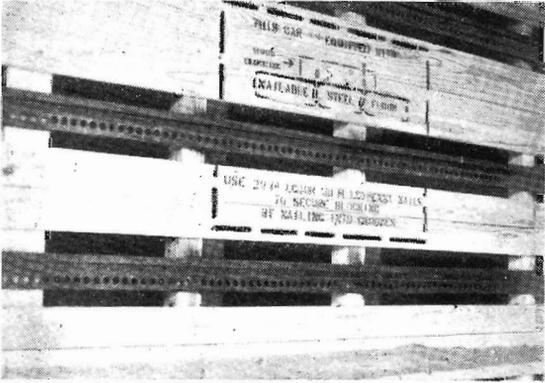
Freight trains and the new Tokaido line

When the new Tokaido line was opened in 1964, it was planned that the operation of high-speed passenger trains would be followed by the introduction of high-speed freight trains operating during the night hours when passenger trains were not running.

However, schedules are now arranged so that the line is only free of passenger trains between midnight and 6 a.m. The high quality of track and associated equipment necessary for the high-speed trains, makes it essential that most of these hours are spent in the inspection of track, and maintenance of facilities, trolley



Artist's impression of an electrical multiple-unit freight train for the new Tokaido line.



lines and signalling equipment, so that although prototype trains were prepared, freight trains have not so far been introduced.

The trains visualized would be multiple-unit electric freight trains conveying principally containerized freight on special unit trains as illustrated by the artist's impression above.

U.S.A. & CANADA

Here again, as in Japan, the majority of the vehicles are of standard type, many of which have been in service for a number of years and, in general, their condition was only fair.

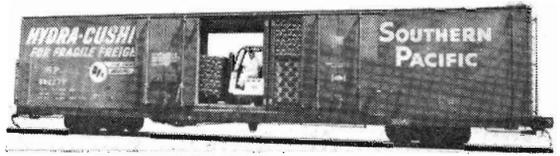
However, in common with all other railway systems throughout the world, those in the U.S.A. and Canada are constantly examining the needs of the customer, and new and specialized rolling stock is being introduced.

Special attention is being given to vans and wagons used in the transport of such consignments as canned goods, liquor, bottled beer, furniture, newsprint, glassware, cereal foods, and tinplate, where claims for damage have, in the past, been comparatively high.

A large percentage of the new rolling stock being built for this traffic is being fitted with hydraulic cushioned underframes to assist in absorbing some of the train running shocks encountered in the operation of trains of the tonnage and length permitted in U.S.A. and Canada. One type of underframe being used by American railways—particularly the Southern Pacific—is the *Hydra-cushion* underframe.

This hydraulic cushioning system combines a low pressure hydraulic unit (A) with a set of fixed (B) and movable (C) friction plates (see illustration). Upon impact, the moving centre sill actuates the vertical hydraulic unit which, in turn, exerts increasing pressure upon the friction plates. Thus the impact force is reduced with a significant reduction in damage-causing shock. Springs within the centre sill return it to its normal position.

Other types in use utilize various arrangements of horizontal hydraulic systems. The hydraulic cushioned underframe is considered to be one of the most significant advances ever achieved in U.S.A. and Canada for the protection of fragile shipments. In the case of Southern Pacific, statistics show that claims



Hydra-Cushion box van.

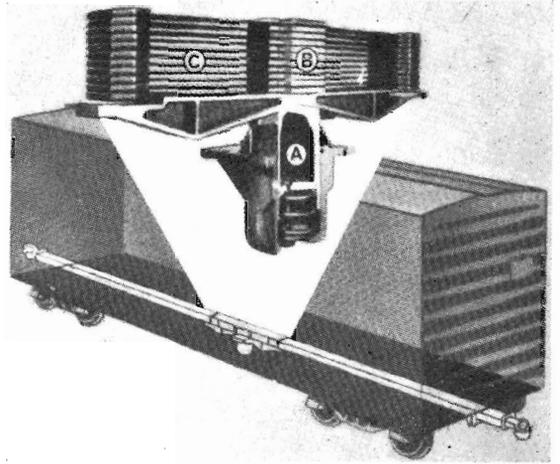


Diagram of hydraulic cushioning device of Hydra-Cushion box van.

(Left) Interior of American box van showing anchorage for load dividers.

for damage to the commodities previously mentioned have been considerably reduced.

Some systems have experienced rapid wear in the underframes, especially with metal to metal contact surfaces, and experimentation to overcome this problem is now being undertaken. From our observations, the *Hydra-cushion* design appeared to be effective and involve fewer maintenance problems than the horizontal types where very high impact loading can severely damage the cylinders.

However, I am of the opinion that the additional tare weight, the high cost of installing and maintaining hydraulic systems, and the maintenance of the wearing surfaces in cushioned underframes, makes it difficult to justify the use of these special cushioning devices under Australian conditions where train lengths—and consequently tonnages—are limited and where conventional long travel draught gear is both effective and economic.

Moveable bulkheads, sidewall fillers that permit the length and width of the vehicle to be varied to prevent movement of the loading, interior load dividers, and *plug* type doors that give the same internal van

width at the doorways as in the remainder of the van, are other features that are being incorporated into new rolling stock to enable railroads to compete with other forms of transport for the effective carriage of damage-prone consignments. But it is again emphasized that the special wagons represent only a very small part of the wagons in use.

A good deal of research work is being carried out at the Research Institutes of A.A.R. at Chicago, and J.N.R. at Kunitachi, to improve riding qualities of rolling stock—particularly bogie stock suitable for

high speed operation—and also to provide draught gear that will reduce damage to goods and vehicles.

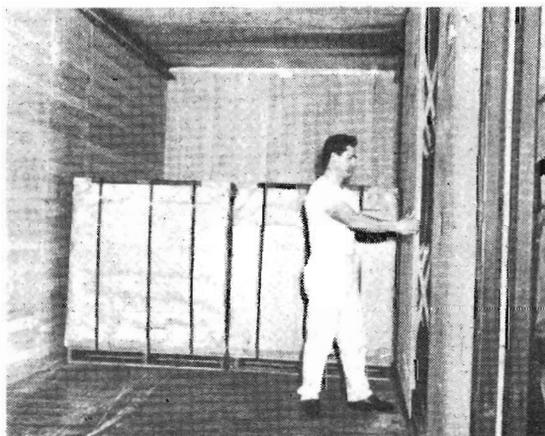
Aligned bogies

Many devices are being used to vary the action of bogies, and a number of railways in America, particularly those where severe operating conditions call for something better than a normal freight bogie, are experimenting with aligned freight bogies which are designed to limit frame misalignment when negotiating curves.

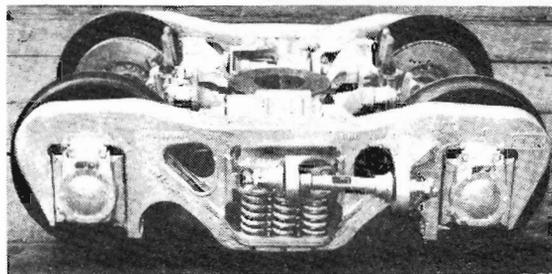
To date, the cost of such bogies

has limited their use to wagons on high-speed passenger trains and to trains that involve a combination of long trips and rapid turn-round.

Rolling stock manufacturers and component suppliers are concerning themselves more and more with the improvement of vehicle riding and the reduction of damage due to train running shocks. To this end, W.H. Miner Inc. has set up its own testing facility to assess the effect of various conditions, and to assist in developing draught gear and other components to improve rolling stock from this point of view. We were



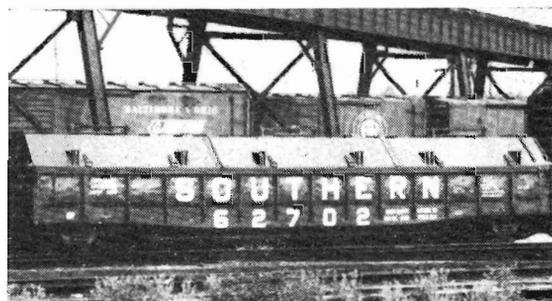
American box van interior showing type of adjustable side wall fillers.



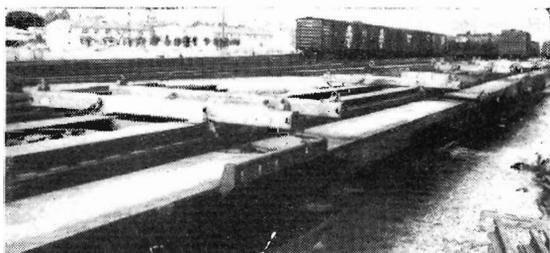
Aligned freight bogie. Note longitudinal side anchor and new type central bearing. Disc brakes as shown on this bogie were not common on freight vehicles.



Experimental hopper wagon on W. H. Miner's testing facilities, U.S.A.



Coil wagon.



Atchison, Topeka & Santa Fe piggy-back wagons fitted with adapter bars to carry containers.



Piggy-back wagon showing retractable trailer hitch supporting front end of road semi-trailer.

able to witness tests being conducted at the test centre and in the company's laboratories.

As discussed in my article in last month's *News Letter*, containerization is producing a need for railways to introduce new and improved rolling stock to meet the increasing demands for fast, efficient and economic services, and to meet the challenge presented by shipping companies operating with special container ships along the coast and even between the east and west coast ports.

The railways also experience keen competition from the ships and barges along the St. Lawrence canals, and through the Great Lakes areas, and in addition are threatened by very large road transport units operating across the states on super highways.

Piggy-back

An increasing number of flat wagons for the carriage of piggy-back loadings is being provided. These are equipped with retractable trailer hitches that engage on the semi-trailer king-pin and support the front end of the trailer. Some of these are mechanically operated, being raised and lowered by a special hand wrench, while others are raised and lowered by the special tractor used for loading the piggy-back units. Special adapter bars were in use on the Atcheson Topeka and Santa Fe, whereby the piggy-back wagon could be adapted for container loadings, thus making the wagon a dual purpose vehicle. (See illustrations on previous page.)

We saw specialized vehicles for the carriage of coiled steel—some with longitudinal and others with lateral cradles, some with hinged type covers and others with lift-off covers. Although some problems had been encountered with distortion of the coils in transit, experiment-

ation was enabling the railways to suitably modify vehicles to overcome this trouble.

Covered hopper vehicles capable of carrying up to 100 tons of bulk grain or chemical commodities, and made of lightweight aluminium, stainless steel or composite construction, were becoming increasingly popular, as also were open hopper vehicles of similar capacity.

Motor car wagons

The transport needs of the American automotive industry are being met by a large fleet of vehicles similar to our own ALX motor car transport wagons. These vehicles are up to 89 ft. long, and are of either 2-level or 3-level types. The 2-level vehicle carries 12 of the larger sedans or 15 of the more compact types. American railways in general are able to use 3-tier vehicles in this service, as the foresight of the early American railway builders has ensured that they do not have the height restrictions that we have in Victoria where the height is limited to 14 ft. above rail level.

Also, to meet the requirements of the automotive industry, the Southern Pacific and other railways have built a fleet of large box wagons for the transport of bulky and fragile automobile parts to the various assembly plants. These vehicles, which are 91 ft. long, and 17 ft. high overall, with a capacity of 54 tons, are known as *Hy-cube* vehicles and are fitted with the interior load protection devices described earlier. Side doorways, two per side, each 20 ft. wide and 12 ft. 9 in. high are fitted with *plug* type doors, and give easy access for loading and unloading of palletized goods by fork lift trucks.

The use of high capacity wagons, particularly the *Hy-cube* type and the high wagons used for carriage

of coal, grain etc. has a problem of wagon roll which, accentuated by the use of staggered rail joints in most systems, is causing these wagons to derail.

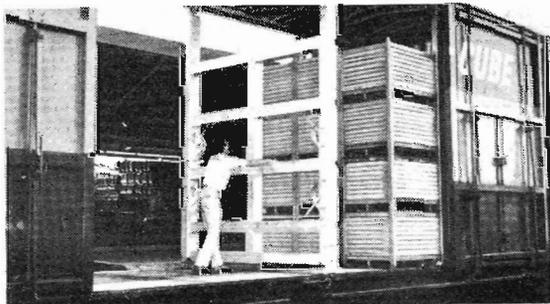
It is noticed that when moving at a speed of 15–17 m.p.h. on such tracks, the wagons begin to roll. A train made up of 100-ton coal hoppers that we observed passing through Cleveland yard area began rolling at a particular section of rail, and seemed to take up a synchronous rolling motion which matched the staggered rail joints. This roll can cause a derailment when a train enters a curve with a high rate of change of super elevation combined with a track defect.

A.A.R. has established a test track, near Frankfurt on the Louisville & Nashville system, where a section of track is protected by side rails to prevent wagons from tipping right over, and tests are being made at various speeds and with different combinations of springing, side bearing clearance, snubbing and friction damping devices in an effort to find a solution to the problem.

Unit trains

American railways and some private companies involved in mining operations, are introducing unit trains to move coal, wheat, iron ore and similar loading.

These trains, consisting of a set number of special vehicles, operate a shuttle service between two cities or points that are usually equipped with automated loading and unloading equipment to ensure rapid turnaround of the trains. Such operations result in an abnormally high utilization and mileage of the wagons. In some cases, the operation of these trains has been automated, so that except for shunting purposes, locomotive crews are not required.



Load protection frame being placed in position in Hy-Cube van loaded with motor car parts.

(Top left) American three-tier motor car wagon.

(Left) American Hy-Cube van.

	POPULATION	NUMBER OF WAGONS	TOTAL TON MILES	AVERAGE TON MILES PER WAGON (APPROXIMATE)	AVERAGE WAGON CAPACITY (APPROXIMATE)
Canada ...	19,237,000	182,000	Millions 74,000	406,600	Tons 60 (Est.)
U.S.A. ...	188,616,000	1,850,000	625,170	337,900	60
Japan ...	97,190,000	136,731	36,912	270,000	18
Australia ...	11,250,700	88,929	10,464	117,600	20

Some automatic wagon identification systems are in use, but so far, they are limited to bulk train operation on shuttle services.

Considerable progress has been made in the general control of wagons to ensure that the most effective use is made of the rolling stock available.

In addition to the provision of automated marshalling yards to keep wagons moving, electronic data processing equipment is being increasingly used to identify, trace and expedite freight wagons.

Wagon identification systems

Examination of the identification systems at freight classification yards, (these cannot be regarded as automatic wagon identification systems) indicates that accuracy is, in the main, dependent on the observer.

The following methods of recording were in use :

- (a) Visual, the operator marking the wagon numbers on a check list. This system led to mistakes as operators were inclined to accept the check list, rather than to check it against actual numbers.
- (b) Visual, from a closed circuit TV using a check list. This has the same fault as (a).
- (c) Visual, by actual observation or from the closed circuit T.V. with the operator calling the wagon code numbers which were recorded on an indestructible disc type record or a tape recorder. The tape or record was then used to produce a train consist and/or checked against the forward copy of the train consist.

With all these systems it was imperative that the wagons be moving slowly enough for effective recording. In the freight yards of U.S.A. and Canada, 10 miles per hour was considered suitable for bogie wagons, although some railwaymen preferred eight miles per hour.

Both the Canadian National Railways and the Canadian Pacific Railways use computer installations to maintain a close check on wagon movement, usage, condition, main-

tenance costs and many other details.

Daily car movement records are produced and are available in each region at the start of business each day. These records are updated in each region at intervals throughout the day, and information is available from the central computer installations to inform each region regarding trains moving between regions.

In the case of special wagons—such as piggy-back, container and special loadings—additional records are produced to maintain a constant check on their progress.

It was apparent from discussions with these systems that they did not consider complete standardization of wagon coding either necessary or practicable. They experience no difficulty in handling any coding for wagons either from U.S.A. or Canada.

Some systems using unit trains have introduced automatic wagon identification systems, but so far these have not reached the stage at which they can be used for general freight trains.

In the past 11 years there has been a steady rise in piggy-back traffic in America. Loadings have increased from under 200,000 wagons in 1955 to 1,162,731 wagons in 1966—a growth of about 90 million tons of freight.

Much of this traffic has been gained in competition with road transport interests who find it difficult to compete with the railways over long distances.

At the present time, with increased emphasis on container facilities, there is a tendency for the trailer wheels to be left behind; the load then moves as a container or a Flexi-Van similar to those operating on our own system.

The tabulation above gives a comparison of the freight carried in the countries visited. The high average ton miles per wagon in Canada as compared with U.S.A. is due to the absence of interchange points and the fact that so much of the movement is from coast to coast without the delays caused in moving from system to system that are experienced in U.S.A.

Australia's figure seems low when compared with Japan, which operates wagons of similar size. However, our hauls are so much longer and turn round slower than in Japan, where movement is concentrated in the densely populated coastal areas.

It is evident from our inspections and discussions with transport and civic authorities that effective transport is essential to the welfare of any community, and that railway freight services are and must be the backbone of the transport system.

To ensure that railways in Australia maintain this position of pre-eminence, we must continually adapt ourselves to meet the needs of our rapidly growing and diversifying economy.

This means being prepared to recognize the fact that, to industry, transport is not an end in itself, but merely one aspect of the overall production process. We must therefore continue to be ready to tailor both our equipment and our service to meet the requirements of industry, on a basis of mutual co-operation, in the interests of increased national productivity.

YARD MODEL

THE model of the Melbourne Yard and Dynon area shown on the front cover was made by the Commercial Drafting section of the Way and Works Branch. It is 34ft. long, and made of *caneite* with aluminium strips to represent the tracks. The horizontal scale is 40 ft. to 1 in. and vertical scale 10 ft. to 1 in. The model will be used for demonstration purposes, and, as each new stage of the Melbourne Yard rearrangement is completed, the model will be adjusted to show the new work.

NEW S.G. RECORD

A new weekly train tonnage record on the Melbourne-Albury standard gauge line—92,433 tons—was established during the week ended February 11.



Bowls

AT the Victorian Transport Industries Tournament, played recently at the Williamstown Bowling Club, six organizations were represented: Ansett-A.N.A., T.A.A., Department of Civil Aviation, Postal Institute, Tramways and V.R.I. V.R.I. won the Ansett-A.N.A. trophy for the second year in succession, finishing the tournament with eight points and only one defeat. Second position went to the M.M.T.B. team who finished with six points. Then followed A.P.I. also with six points, Ansett-A.N.A. and T.A.A. four points each, and D.C.A. two points. The winning rink of the tournament also came from the V.R.I. side and was skippered by Laurie Hindson, of Bendigo. The rink went through the day undefeated and finished with 70 points for, and 34 points against. With V.R.I. the hosts, the organization was in the capable hands of Alan Cowling and Harry Watts, and many complimentary remarks were passed at the conclusion of the days play on the pleasant and efficient manner in which the tournament was conducted.

The annual grudge match between Head Office, managed by Laurie Lynch, and Newport Workshops, managed by Ray Streeter, was played last month on the Newport Bowling Club's green. Responding to the inspired leadership of their manager, Head Office finished the game 34 shots up, winning 193 to 159. The winning rinks were skippered by Don Howard (Head Office) and Bill Brown (Newport).

Cricket

NEWS from Banana Land shows that Bill Crowe, Ted Barnes and the boys are turning in a first class performance. To date three games have been played, we have beaten Queensland and South Australia respectively and the last game against Commonwealth was drawn because of bad weather.

At home, the local competition has entered the final four stage, the top teams being: Jolimont Workshops, Loco, Stores and Spotswood. It was a little disappointing to see Codon miss a place in the finals by percentage only, but at the same time, congratulations are in order to Spotswood for a great fight from a seemingly impossible position, to just nudge the Codon boys out of the four.

Basketball

IN the girls' section of the international rules summer competition at present being played at Albert Park, both our teams are in the top four of their respective sections and both are strong contenders for pennants. In the men's section the No. 1 team is in third place, and should make the finals, but the No. 2 team is having a poor year and will finish among the also-rans. Keen interest has been taken in the carnival to be played in Adelaide in October, and intending players should submit their applications for selection as soon as possible.

Will referee in Europe

MR. J. Holden, a linesman in the Electrical Engineering Branch at Melbourne Yard,

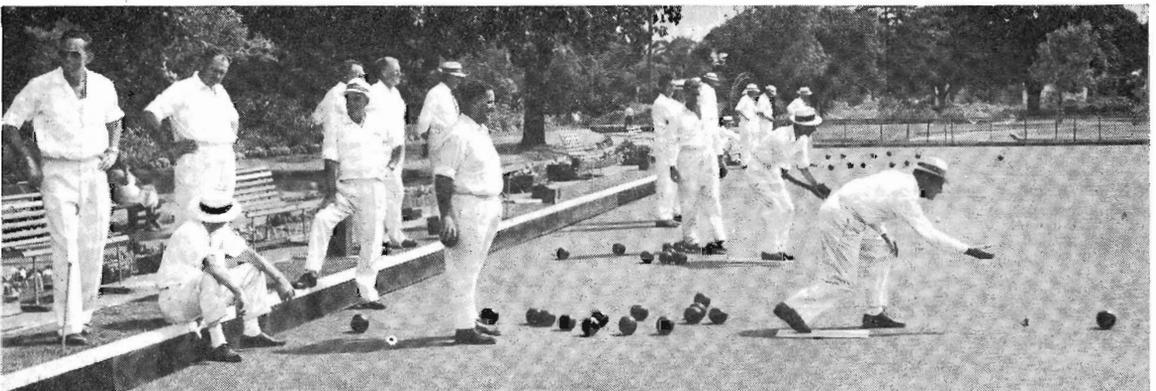
has been appointed referee with the Australian women's basketball team which will compete in the Fifth World Series to be played in Prague, Czechoslovakia, next month. Mr. Holden, who will be the only referee from Australia, has been a basketball referee for some years, and, last August, was referee for the national championships at Brisbane.

Before the Prague games, the team will play in Poland, Rumania, Greece and perhaps other countries. Incidentally, this will be the first basketball team in four years, sent from Australia to a World Series.

Women's Athletics

A week ago, it looked as if, for the first time in memory, a V.R.I. team would not be competing in the A grade finals of the Victorian Women's Amateur Athletic Association, but a last minute check of points gave our team the fourth position, by the closest of margins. This near miss was bought about by an early lack of form, and consequent defeats during the first few weeks of the current season. However, the girls regained form, and started a winning run that has landed them in the four. They can be expected to again go close to winning the A grade pennant.

The record for the club this season is worth mentioning. Of the five senior teams competing, three made the four of their respective sections and the other two had near misses. In the junior section our C grade team finished in second place. What a mighty record this club has built up over the years.



Country Bowls Week opened as *News Letter* went to press. This was the scene on opening day at the Albert Park V.R.I. greens. A full report will appear in next issue.

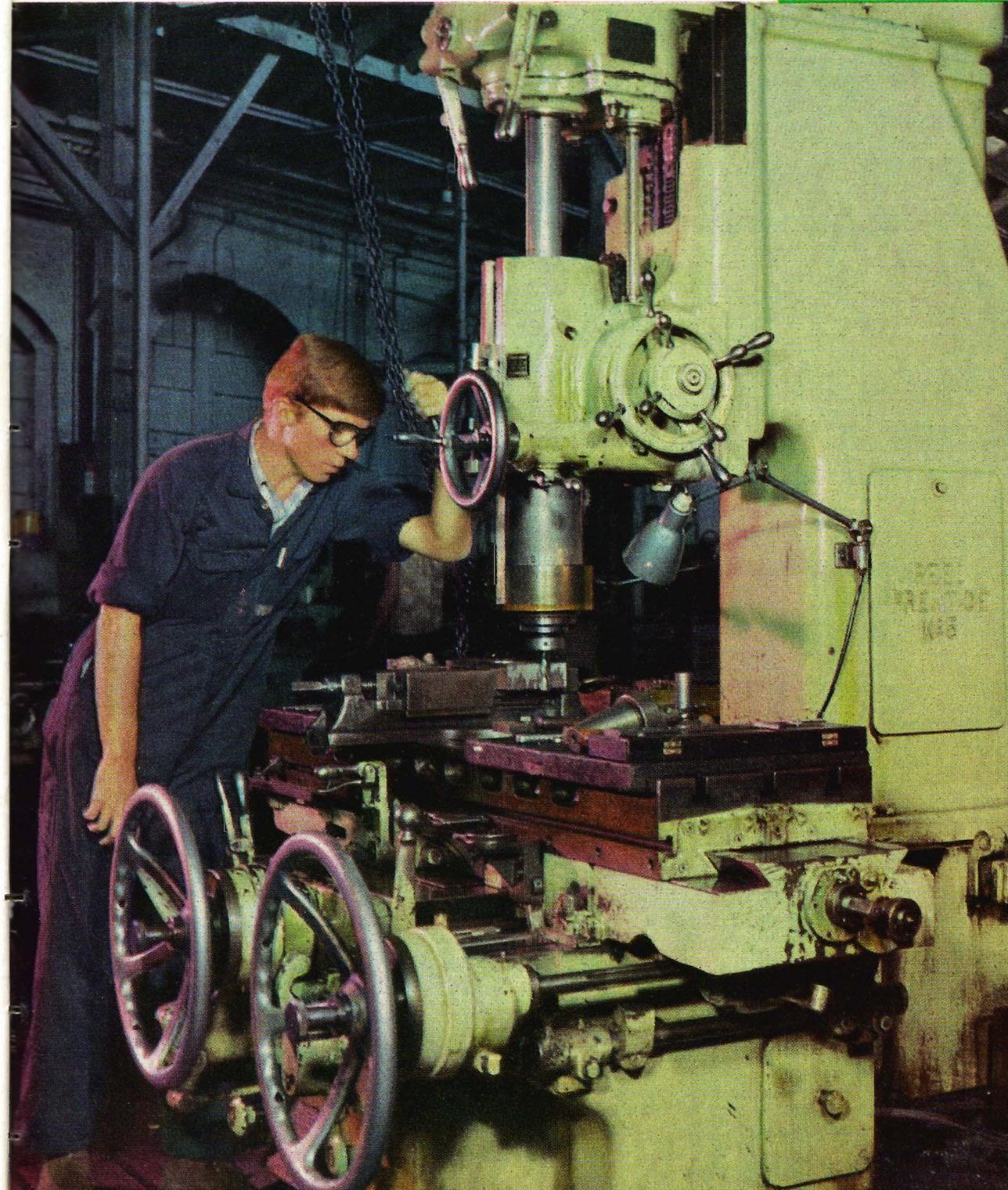
VICTORIAN RAILWAYS

NEWS LETTER

APRIL



1967



CHAIRMAN STEPS OUT

WHEN Edgar Henry Brownbill descends the broad sweep of the central staircase at Head Office on Friday, April 21, he will be completing the second longest chairmanship of Railways Commissioners—11 years.

Sir Harold Clapp served 18½ years as Chairman, and had been top executive nearly five years when *Brownie*, as he later became affectionately known to his staff, came to the Department in 1925 as an engineering assistant after a brilliant career at Melbourne University, where he gained first his B.E.E. (winning the Dixon Final Honours Exhibition in electrical engineering) and then his B. Mech. E., during an extra year at *The Shop* while testing officer at the engineering school; he was also engineering tutor at Queen's College.

An incident while at the engineering school became a guiding star in his future administrative positions and helped win him the warm regard of those who worked with and under him.

New to his testing job, he made a mistake and broke a 50-ton testing machine. After cleaning up, he reported to his Professor, quite expecting the sack. The Professor instructed young Brownbill, agitated and upset, to sit down until he'd finished writing a letter.

"Shall we go down and see it?", was the Professor's comment when finally the mishap was related. The damage was inspected, repairs were arranged and the unhappy Brownbill was summoned back to the office.

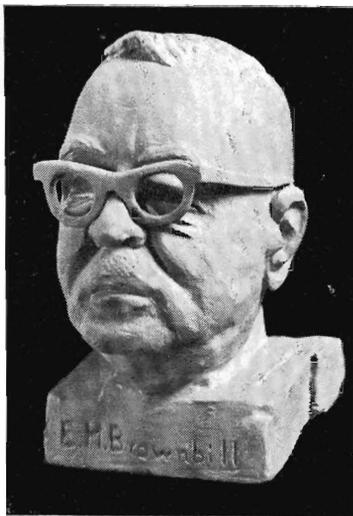
Early lesson

"This", said the Professor, "is probably the best lesson you have had at the University. Some day you may be in charge of men. If ever a man makes a mistake or causes some major catastrophe, and comes immediately to you with it, never let him see that you are perturbed; always be prepared to accept responsibility and men will work for you".

Son of a farmer at Arnold West, where his education started in the bush school, Edgar Brownbill never forgot that he progressed the hard way—through scholarships. His other schools were Inglewood Higher Elementary, Melbourne High and Queen's College, Melbourne University.

Answered ad.

He joined the Department because of an advertisement for two University students. For the first year



(Modelled by H. R. Hauptmann)

he worked on the pits at Newport Shops, repairing steam locomotives, then he transferred to the plant engineer's office.

To be on the tests of the S (Pacific) class, he was moved to Head Office—and his career nearly came to an end.

On March 19, 1928, he rode at the front of S 300 on its first trial run under revenue working conditions. "He had a little blue cap pulled down on the side of his head like a tennis player's beret and his eyes were expressionless behind his big goggles. He was a cross between Jean Borotra and Bert Hinkler", wrote Richard Hughes, then a Railways staff magazine journalist. As the train thundered at 50 m.p.h. towards Creighton crossing, a dray moved slowly over the crossing; the Pacific's siren screamed. But fate decreed—by a mere inch—that *Brownie* should stay on.

His next major assignment was to improve the front end of the A 2. When a senior lecturer at Melbourne University asked if he'd ever thought of writing a thesis on the subject, he asked the Department's permission to do so. The 10,000-word thesis that resulted gained him his Master of Mechanical Engineering degree.

In October 1936, at the request of the Tasmanian Government, he spent six months, with the Superintendent of Train Services, reorganizing Tasmanian Railway Departments.

At 35—in June 1937—he was appointed Manager of Newport Workshops, at an epoch-making time for Australia's first air-conditioned, train—the now famous *Spirit of Progress*—was being built there.

Slit trench blisters

That he could hoe in with the rest was revealed when wartime necessitated digging slit trenches. His blisters equalled the biggest, his trenches the biggest.

The war, too, produced from Newport Workshops their greatest effort; and from their Manager, his greatest responsibility, for the Shops were called upon to produce aircraft, machine gun carriers, shells, tugs, medical instruments, and varied army equipment, as well as undertake a wide range of repairs to naval engines and other items.

In 1949 he went to South Africa, with three other senior officers, to investigate main-line electrification, after the Victorian Government had approved electrification of the Gippsland line—the first main-line electrification in Australia. But shortages of labour, materials and finance delayed electric traction (between Melbourne and Warragul) until July 1954—a year-and-a-half after he'd been appointed a Deputy Commissioner and five months after he'd become a Commissioner.

In 1956, he was appointed Chairman of Commissioners—a position that never altered his human outlook towards his fellow man, to whom he was always prepared to give a hearing.

Christmas wishes

It was tribute enough that each Christmas Newport Workshops employees who had worked with him, but were now mostly retired, would call at his office to wish him a happy Christmas.

In 1963 he made a world-wide investigation into marshalling yards and undergrounds and, in 1966, went to England, at the invitation of the British Board of Trade, to observe British Railways and Manufacturing.

Although he would modestly deny it, Edgar Brownbill proved himself a great railwayman and, under his guidance and determination, the Department made tremendous strides with dieselization, standard gauge, underground planning, extension of suburban services, modern rolling stock and bogie exchange. Yet, minor, but no less important, matters occupied his mind — derailments arising from staggered rail joints, W guard design and spring design on IZ trucks, to mention a few.

A straight talker himself, he believed all people appreciated honesty and truth; unfortunately, they often didn't, especially community leaders who found their ideas, aims, pet theories or propositions proved im-

practicable because the Railways Chairman of Commissioners wasn't prepared to "kid them along".

Lightning calculator

A set of mathematical yardsticks and short cuts gave him a remarkable ability to approximately calculate at astonishing speed, to check accuracy of statements and recommendations put before him. When concentrating he closes his eyes, but this has unfortunately been mistaken, at times, by those discussing propositions with him, as a snub.

In his dealings with the unions he has always put his cards on the table and, despite disagreements and strikes he has always held their officials in

respect, and they, in turn, have respected him.

He has never forgotten those who have helped him; earlier this year, when looking at a Press story about new apprentices, he recalled that the grandfather of one had been his test driver on the A 2's.

He found railwaymen a wonderful lot to work with, and his job "most interesting".

He has great faith in the essential need for railways. "Melbourne will be in a shaky position if more emphasis is not put on public transport, and the experience throughout the world is ignored. I only hope Melbourne does not have to learn the hard way," he told *News Letter*.

THE MONTH'S REVIEW

Two million miles for B 62

When B 62 brought the 7 a.m. passenger train from Albury into No. 1 Platform, Spencer Street, at 11.40 a.m. on March 7, the loco had registered two million miles of running. As *News Letter* went to press B 60 (*Harold W. Clapp*), Victoria's first main-line diesel-electric locomotive, was expected to soon reach the two million mark.

For a locomotive to tot up two million miles after only 14½ years operation (B 62 began running on September 8, 1952) is a remarkable achievement, particularly in a small State, such as Victoria, where the longest rostered job is to Mildura, about 350 miles from Melbourne.

FRONT COVER

APPRENTICES: Next month, during Apprenticeship Week, attention will naturally be focussed on the work of apprentices and the excellent opportunities open to them. From May 9 to 11, the Department will have its own displays at Newport Workshops, country districts, and the Victorian Government Tourist Bureau in Collins Street. At Newport Workshops, the display will be open from 9 a.m. to 5 p.m. and 6.30 p.m. to 9 p.m. Visitors, who are cordially invited, will see an interesting range of exhibits and the work of young railwaymen such as Apprentice Fitter and Turner Peter O'Brien who is shown on the cover operating the jig boring machine in the Tool Room at Newport Workshops.

New suburban timetable

ARRANGEMENTS are nearing completion for the abolition of the suburban public timetables in their present form, and their replacement by a new type that will be issued free.

The new time-tables will be small scale reproductions of the wall sheet time-tables. The present method of producing the wall sheets and the sectional booklet public time-tables involves a separate setting of type for each of the two kinds. It also causes severe rush periods in printing work

with consequent difficulty in maintaining supplies. Under the new system, only one setting—of small type—will be done, and the type for both kinds of time-tables will be reproduced by a photographic process.

It is expected that this new system will facilitate the production of time-tables to cope with alterations in train schedules.

The existing sectional time-tables were introduced, in April 1960, as part of the Department's plan to stimulate traffic by giving full schedules. Sales proved their immediate popularity with the public.



The train crew with B 62 at Spencer Street after the loco had registered two million miles of running. (from left) Driver S. R. Wallis, Fireman T. E. Parsons, and Guard W. R. Bush.

ROAD TRANSPORT IN JAPAN AND NORTH AMERICA

as observed by Mr. G. F. Brown, Deputy Chairman of Commissioners.

IN previous articles, various aspects of railway operations in Japan and North America have been discussed. We have found that railways today are being re-organized so that they will be an effective part of an overall transport system of the city or country concerned, systems which are now influenced to a great extent by the use being made of the motor car. Japan with its large population concentrated in a few big cities, and America with its population spread over a large continent with thousands of miles of railway and roadways connecting the many large cities, have little in common as regards motor transport.

JAPAN

We were quite surprised on arriving at the Tokyo Airport to see so many

large American and Japanese cars waiting to transport arriving passengers into the city.

However, very few cars in Japan are privately owned. Most of the waiting vehicles were taxis or company cars, which accounted for the lack of the small private cars so popular in Australia.

The Haneda Airport is served by a modern highway built for the 1964 Olympic Games, and also by the famous Tokyo-Haneda monorail which was described in a previous issue of *News Letter*. The speed with which cars are driven along the freeway, which in many cases parallels the monorail track, is probably the major reason for the lack of patronage that the monorail has received.

The wonderful impression made

by this freeway rapidly fades when the cars leave it and join the slowly moving lines of cars and trucks threading their way through Tokyo's streets. With the exception of a few major streets, these are very narrow, and are further congested by a tramway system, the speed of which is dictated by the slowest moving vehicle in the crowded street.

The trams run on tracks set in rough granite cobblestones a rough surface that does little to improve the traffic flow. Vehicles are permitted to use the tram tracks between safety zones, a great help in peak periods.

Narrow traffic lanes

Even Tokyo's few wide streets become congested, because traffic lanes have been made narrow enough to take three cars abreast, in the space that would be occupied by two in Melbourne.

In the narrower streets, with their slow-moving traffic, taxi drivers appear to take many risks as they skillfully cut through as fast as possible. Our first experiences of Tokyo's taxis were rather disconcerting, as they sped through gaps in the traffic with only inches to spare, relying on their brakes and the skill of the other drivers to keep them out of trouble.

The fact that few cars suffer noticeable damage from accidents is as remarkable as the absence of traffic hold-ups from the same cause.

The suburban streets not far from Tokyo are often so narrow that there is just sufficient room for two cars to pass, and, as there are no footpaths, the confusion that occurs when



Deep ditches at sides of Japanese roads add to driving hazards.
(Photographs: A. J. Nicholson)



Traffic waits at boom barrier crossing in Nagoya, Japan.



View through taxi windscreen of traffic in Tokyo suburban street.

a bus or motor lorry enters the area, is quite alarming.

However, as always, politeness and much laughter soon overcomes the difficulty, and the street returns to its normal state, which often is just a roughly paved way, not more than 20 ft. wide, passing between houses and shops that open right onto the roadway.

The Japanese driver is most unselfish in his attitude to other road users. A driver in trouble, even through his own mistake, is accorded courtesy and help that is unknown on our roads. A car waiting to make a right-hand turn across the traffic is courteously given right-of-way.

Should a driver wish to move into a line of fast traffic to avoid some obstacle, he gives two short toots, and other drivers slow down and pleasantly make way.

It is the courtesy that Japanese people show to one another that keeps the traffic moving—even though at times it moves very slowly—and that enables them to live happily together in such crowded cities.

Costly motoring

Private ownership of motor cars in Japan is limited—one car to every 40 persons. Very few people in what we would regard as the middle income group, own, or are able to drive a car.

This is caused by the high cost, and the lack of road parking space. A pre-requisite for registering a car is that the owner must have space for off-street parking.

The prospective owner must first pass an examination which costs Yen 500 (\$1.25); he then pays a further Yen 300 for his licence.

The purchase of a car of similar size to the Holden or Falcon would involve an expenditure of about Yen 800,000 to 1,000,000 (\$2,000 to \$2,500) on top of which he must pay an annual tax of Yen 24,000 (\$60). A large American type car would involve a tax payment of Yen 90,000 or \$225 per year. Compulsory insurance would cost Yen 8,000 (\$20) per year. A further substantial amount must also be paid to cover damage insurance which, however, is not compulsory.

These factors, together with the generally low incomes, put a private car beyond the reach of most Japanese.

Commercial and transport

Commercial road transport is controlled and licensed by the Minister

of Transport who is responsible for avoiding uncontrolled competition between road carriers and railways on parallel lines.

The maximum load allowed is 8.87 tons tare plus 10.5 tons load. Permitted vehicle dimensions are—
length 11.21 metres (37 ft. approx.)
width 2.49 metres (8 ft. approx.)
height 3.50 metres (11½ ft. approx.)

However, most of the transports in use are of the fixed wheel-base type. The semi-trailer is not often seen; this, of course, is due to the lack of manoeuvring space in Japanese streets. Each transport has, at the rear, a plate clearly marked with the permissible load.

Speeds generally are limited to 60 km. per hour (40 m.p.h.) but there is a minimum of 50 km/hour (32 m.p.h.) and a maximum of 100 km/hour (60 m.p.h.) on the special freeways. Although freeways are being built—7,000 km. (4,350 miles) are proposed for construction—the only major freeway completed at the time of our visit was from Nagoya to Kobe. Other toll roads were in use, but the Japanese driver preferred the roads where no toll was payable. Thus, the toll roads were lightly loaded.

Although enforcement of the regulations is left to the police, the low maximum loads permitted, the small size of the trucks, and the narrow winding roads place their own restrictions on road transport.

Many roads, particularly in Country areas and some of the older parts of the cities, are very narrow.

The driver's problem is further complicated by a deep ditch right on the edge of the road pavement. Often these ditches are just deep holes in the earth, but in other cases they are nicely paved with straight stone sides. However, they certainly make it compulsory for drivers to keep a straight line, and they are also a hazard for anyone leaving the car on the passenger side.

Both left-hand drive and right-hand drive cars are used with equal freedom. When one travels in a left-hand drive car behind a heavy truck, one realizes the danger existing when the driver must expose the full width of the car before he can see that the road is clear to pass—a very hazardous move on the narrow Japanese roads.

Stop at level crossings

Railway crossings are numerous, both in the cities, where they are protected by lift-type barriers and

booms, and in the country where they are often of open type.

The Japanese motorist is obliged by law to stop at such crossings, whether open or protected. This he does with meticulous care. Every car in which we travelled observed this law, and we saw none that failed to stop.

Penalties for speeding, overloading or badly loading vehicles are high; and on the major roads the police are numerous.

A driver exceeding the speed limit is liable to a fine of up to Yen 50,000 (\$125) or 6 months jail, and for breach of loading regulations, a fine of up to Yen 30,000 (\$75).

The pedestrian in Japan has a mixed life. In some city streets he walks on wide footpaths and is controlled by traffic lights and traffic police. In suburban areas and other major cities, he is provided with pedestrian crossings. At these, yellow flags are stored in a bin on each side of the road, and a pedestrian wishing to cross takes a flag, holds it up to the traffic, and then crosses. Cars and trucks stop immediately, and even small children can safely use such crossings.

We saw a pleasant sight when a small Japanese child dressed in a yellow cape and cap, as all kindergarten children are—took a flag, and held it up to the traffic, calling out "Matte Arigato" (Wait thank you). Even a taxi screamed to a halt while the driver waited, with a smile, for the child to cross.

AMERICA

America has often been called "the land of the motor car". This became painfully obvious from the moment we left the airport at Los Angeles.

Our host, who met us, was not fully conversant with that particular part of the city, so his problem was to find out how to get onto and off the airport to Los Angeles freeway—one wrong turn and all the time saved on the expressway would have been lost.

Los Angeles is an example of how the motor can ruin a city. Much of its valuable space is taken up by concrete and bitumen roads and parking areas. The streams of roaring cars that the roads bring to the city keep people living nearby awake at night, and clothe the city with a continuous haze of eye-stinging fumes.

Let us hope that Melbourne never suffers the same fate.

Fortunately for Californians, their freeways are without toll charges, which is not the case in other states.

However, as they are now beginning to realize, more and better roads cannot overcome the transport problem, a problem which, in Los Angeles and surrounding areas, becomes greater each day.

Racial riots and transport

Investigators inquiring into the racial riots in the Watts district of Los Angeles indicated that the trouble could partly be attributed to the lack of an effective transport system. Although close to the city, the area was poorly served by public transport. As a result, so much time was spent in travelling to work that many people no longer went, although jobs were available. This was one of the reasons people gave for the rioting.

The wonderful freeway between Los Angeles and San Bernadino gives enjoyable travel in off-peak periods, but in the peak it becomes a jam of cars, with frequent hold-ups due to accidents. It has been described as the most expensive parking lot in California. The number of damaged cars from rear end collisions is amazing.

Motorists in America are much better off than those in Japan. Cars cost less, and petrol costs about the same as we pay for it in Australia, but the average family attaches far more importance to the motor car. Most families have more than one. In fact, the ratio of cars to population has, for the entire country, a figure of one car to every 2.4 people, with an even greater density in California. (Melbourne has one to every 3.9 people.)



Multiple registration plates on American vehicle; transports must be registered in every state through which they pass.

Car costs

The average family in California would buy a new car at least every three years, paying about \$US 3,000 for a Chevrolet or Ford; this includes \$US200 Federal tax, but there will be a further 4 per cent, State tax.

Depreciation would be about \$US900 the first year, \$US600 in the second, and a further \$US400 in the third year. The cost of insurance for a car driven by an adult would be about \$US200 annually, with the possibility of a \$US50 no claim deduction. All the under 25-year-old group may be required to pay \$US300 to \$US400 a year, or even higher if they are accident prone.

On this basis, a family car with a yearly mileage of 12,000, would cost about \$US1,700 annually to operate.

This figure can be better appreciated when it is realized that in America, wages are twice as high as in Australia.

The main roads throughout North America are particularly good, and high speeds are possible in most areas. This does not mean that there is no penalty for excessive speed. For the motorist who breaks the law, retribution is swift, and often very unpleasant.

A young man of our acquaintance travelling through a minor city was apprehended and charged with speeding. He was brought before the city authority, summarily fined \$US50 and, because he did not have the cash available, was placed in a cell, where he remained until his family arrived, many hours later, and paid his fine in cash.

It sounds harsh, but seems to be effective, as dangerous driving was not apparent during our visit.

A notable feature on American roads is the reliance the motorist places on road signs, and his obedience to them. Most new roads are extensively marked to indicate turn-offs, restrictions, etc. Without these, one could easily be lost. At some intersections, four-way stop signs compel all traffic to stop before entering the intersection. Although U.S. motorists drive on the right-hand side of the road, they give way to the car on the right, possibly because it is on this side that the driver's vision is restricted.

Although the newly built highways are grade separated at railway crossings, most of the lesser roads pass over open railway crossings, some of which are protected by flashing lights but most have only the standard crossing sign. In an area almost 1,000 miles square, between the eastern mountains and the Rocky Mountains, only those railway crossings with the new freeways are grade separated. All others on the many railway systems passing through the area are conventional level crossings, mostly of the open type.

Reflective tape

Prior to our leaving Australia, statements had been made about the extensive use overseas of reflective tape and paints on the sides of freight wagons so that at night they would be clearly visible to motorists at level crossings.

In Japan we found that no use was being made of reflective materials for this purpose.

Although, in U.S.A. we watched long trains as we waited at level crossings, and inspected many wagons in yards and workshops, we found no indication that reflective type markings were being used, other than for advertising. Railway officials said that reflective materials were not used except for that purpose.

In Canada, however, a 25-year plan had recently been adopted to fit reflective material to box vans only. Even at that early stage in the plan, results had proved unsatisfactory. The reflective material is stuck to the vehicles, but ultimately falls off. Experiments are being made with 4 in. diameter areas of reflective paints, but with continuous exposure to the weather, their effectiveness was regarded as doubtful.

Concern was expressed about the legal position of a railway company operating rolling stock that was a

mixture of marked and unmarked vehicles, as would be the case where a long-range plan was in operation. It was felt that the company would be placed in an invidious position in the event of a road vehicle colliding with a train having a mixture of vehicles with and without reflective material on them, or where the material had become ineffective under operating conditions.

It can be said that, with the above exception, reflective materials are not being fitted to overseas railway equipment.

Traffic is often required to wait at crossings for seven or eight minutes while trains of one hundred and seventy 50-ft. wagons pass at 15 m.p.h.

Commercial road transport

Commercial road transport in U.S.A. is controlled by the Interstate Commerce Commission. Although some restrictions exist, permissible dimensions and speed of vehicles are more liberal than those in Victoria. Heavily loaded transports on very good roads provide keen competition for the railways.

The only restrictions appeared to be the requirement of states that a vehicle be registered in the state before being allowed passage through the state, and the imposition of tonnage tax by most state authorities.

The introduction of the piggy-back, Flexi-Van, and container vehicles on trains designed and scheduled to attract traffic from the road, has led to a reduction in business for long distance hauliers, as they find it impossible to compete with the railways, which have doubled their business with these vehicles in the last five years.

Passenger buses also operate along most highways between major cities. The Greyhound bus-lines and others, operating at minimum cost, and using fast, air-conditioned vehicles, are successfully competing with air and rail.

Tollways

Except in California, most of the highways have become tollways, and it is quite common to pay three toll fees on a journey of 20 miles or, occasionally, on even shorter trips. These tolls, together with parking fees, add considerably to motoring costs.

On one such journey from Oakbank, just outside Chicago, to Arlington Park racecourse, a distance of less than 10 miles the following charges were levied: two road toll



Freeways and car parks occupy much of the valuable land in Los Angeles. Picture shows a freeway, half-a-dozen open car parks, and, in the lower right foreground, a multi-storey car park.

fees of 35 cents, a toll of 50 cents to enter the racecourse area, and \$1 to to park the car. The return journey involved similar charges.

To travel from New York to the airport across the river in New Jersey, the driver paid tolls of 60 cents (to pass through the tunnel), 35 cents and 25 cents, in a distance of about five miles.

Similar tolls are encountered wherever new main roads are constructed; and each right angle turn at cross roads, or passage over the boundary between two neighbouring cities, often incurs a further toll.

One remarkable feature of the toll gates was the provision made for rapid collection from those who paid by cash.

A funnelled collection bin was provided that had a mouth about a foot square into which the motorist could throw *any* assortment of acceptable coins to make up the toll charge.

The machine rapidly sorted and counted the coins, actuated a green light if O.K., and the motorist then drove on. All this took place with the car still rolling. Should the amount tendered have been wrong, the machine actuated a light and a loud ringing bell, and, in the event of the motorist failing to stop, provision was made to contact a police car further down the road.

Most road tolls in country areas provided for turn-in and turn-out points at about 5-mile intervals, and, although those in city areas had more inlet and outlet ramps, a missed turn-off could easily result in a 10-mile drive before you returned to your turn-off. This became difficult because U-turns are not permitted, nor is it possible to cross the plant-

ation along the middle of the roadways.

Service points and restaurants were provided at intervals along the major freeways. On several occasions when entering a city by a freeway, we came within yards of our accommodation only to find that we still had a 10-15 minute drive to get off the freeway and through the minor streets to the hotel.

The general practice in America, and in some instances in Japan, is to make sure that any new road, or point of public interest is, if possible, paid for by public subscriptions. We had to pay for entry to lookout areas at scenic spots, the observation desk at airports, and to other similar facilities such as locks on the Welland Canal, and lookouts on prominent buildings.

Summarizing, it can be said that, in Japan, the motor car is not a serious competitor with rail. Restricted ownership, narrow roads, and severe winter weather limit its ability to compete.

In U.S.A. and Canada the airways, buslines, and motor cars have practically eliminated medium and long distance rail passenger services. However, in the cities, the motor car has encountered its own problems. Strong efforts are now being made to provide for cities a balanced and effective transport system based on the best use of commercial buses, motor cars and fixed rail transport.

With good planning and an early start, a co-ordinated transport system can be introduced to ensure that Victoria avoids the fate of so many American cities which have placed all their faith in a modern roadway system at the expense of public transport facilities.



VIEWS OF NEWS

PICNIC: Nearly 900 railway men and women enjoyed the annual Works and Signals picnic at the V.R.I. grounds. The V.R.I. Brass Band, for entertainment, and good weather, all helped to make it a success.



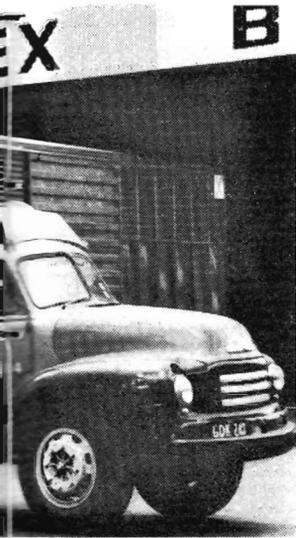
Youngsters show their speed.

▼ Marching girls parade.



Enjoying a picnic lunch are (from left) Stan White, Brian Cook, Neil Cousins and Ian Robertson.

Bob Harvey (right), winner of the competition, is being congratulated by prize from Committee President Alan McKenna and place-getters Alan McKenna and Alan McKenna.



AUSTRALIA'S LARGEST RAIL VAN is this Commonwealth Railways 75-ft. long, 43-ton capacity louver van, seen being loaded at Dynon with general freight for Perth. Two wide doors on each side of the vehicle facilitate fork-lift loading. Built by Commonwealth Engineering Pty. Ltd., three of 40 ordered have been delivered.

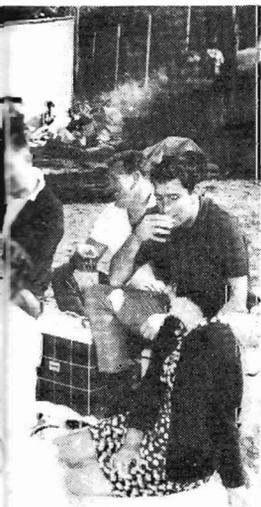
SYDNEY SHOW: The largest special live-stock train for several years to leave Melbourne for Sydney's Royal Easter Show carried 130 prize cattle and a prize stallion. About 35 stock attendants travelled in carriages attached to the train. Among them was Stock Girl Doris Rowan, shown with one of her charges, Pilsener.



and women attended the... at Hanging Rock race-... teams of marching girls, ... an enjoyable day.



The V.R.I. Brass Band leads the marching girls.



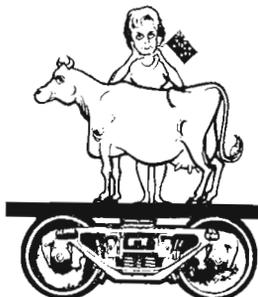
Mrs. N. Campbell, Mrs. N. Campbell, Mrs. L. Cook, Miss J. Harrington.

...tee men's race receives ... Bolger. At Bob's left ... and Len Duggan.



GOES BY TRAIN

BUTTER AND MARGARINE



GO BY TRAIN

YOUR RAILWAYS HAVE NO QUOTA OR EMBARGO ON THE TRANSPORT OF BUTTER AND MARGARINE; BOTH TRAVEL THE STEEL THRUWAY IN ICED WAGONS TO KEEP THEM TABLE FRESH.

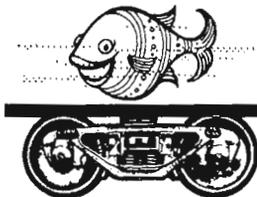
No matter what you have to send, you can rely on rail for sure, safe transport—and special wagons, too. Your stationmaster or the V.R. Commercial Branch (62 0311—ext. 2094) will be happy to discuss any freighting problems with you.



VICTORIAN RAILWAYS ARE TRANSPORT SPECIALISTS

E 30

TROPICAL FISH GO BY TRAIN



LIVE TROPICAL FISH, IN PRE-HEATED WATER-FILLED PLASTIC BAGS PACKED IN INSULATED FIBREBOARD CONTAINERS, ARE RAILED REGULARLY FROM NORTHCOLE STATION BY TROPIC AQUARIUM SUPPLIES TO VARIOUS COUNTRY CENTRES. RELIABLE DELIVERY IS ESSENTIAL AS WATER TEMPERATURE MUST NOT FALL BELOW 68°

If your freight needs careful handling and quick, safe delivery, your stationmaster or the V.R. Commercial Branch (62 0311 - ext. 2094) will be happy to tell you how you can rely on rail



VICTORIAN RAILWAYS ARE TRANSPORT SPECIALISTS

E 29

THERE was a time when railways had little need to advertise, particularly for freight. Motor transport was in its infancy; roads were bad and cars were few and costly. But, from the 'twenties on, the motor car and truck improved, better roads were built, air travel began, and competition with railways rapidly grew, both for passengers and freight. The 1954 Privy Council decision that freed interstate transport from State regulation accelerated the competition. Railways, for some time, have had to fight for their traffic against strong rivals. They must advertise their services even to hold the traffic they have. Typical of the Department's efforts to attract customers is the current newspaper advertising series based on the freight we carry.

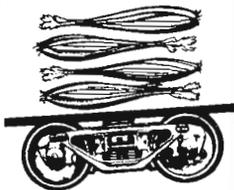


VICTORIAN RAILWAYS ARE TRANSPORT SPECIALISTS

Repeating the theme that the Goes by train series reveals the wide range of commodities being successfully transported over the steel thruway.

While the continuing build-up, rather than an individual advertisement, is designed to impress not only

CELERY COMES BY TRAIN



KEEPING THE CRUNCH IN ADELAIDE'S CELERY FOR MELBOURNE AND SYDNEY TABLES IS NO PROBLEM FOR THE RAILWAYS—THEY SPEED THE FLAVOURSOME STICKS OVER THE STEEL THRUWAY IN REFRIGERATED VANS

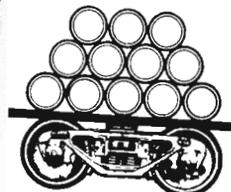
If you have perishables to send, your stationmaster or the V.R. Commercial Branch (62 0311—ext. 2094) will be happy to tell you how you can rely on rail



VICTORIAN RAILWAYS ARE TRANSPORT SPECIALISTS

E 16

TUBES GO BY TRAIN



FROM SOUTH AUSTRALIA TO SYDNEY AND BRISBANE OVER THE STEEL THRUWAY WITHOUT TRANSHIPMENT—THANKS TO BOGIE EXCHANGE

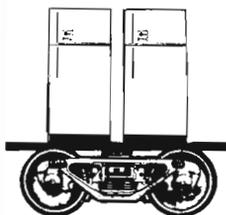
Your stationmaster or the V.R. Commercial Branch (ph. 62 0311—ext. 2094) will be happy to give you full details of B.E. and rail freighting in general.



VICTORIAN RAILWAYS ARE TRANSPORT SPECIALISTS

E 15

REFRIGERATORS COME BY TRAIN



WESTINGHOUSE MAKE FINE REFRIGERATORS AT THEIR ORANGE (N.S.W.) FACTORY AND INSIST ON SAFE, SURE TRANSPORT—OVER THE STEEL THRUWAY.

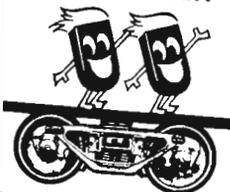
FRAGILE ARTICLES GET KID-GLOVE TREATMENT ON YOUR RAILWAYS

If your freight needs careful handling, your stationmaster or the V.R. Commercial Branch (62 0311—ext. 2094) will be happy to tell you how you can rely on rail.



VICTORIAN RAILWAYS ARE TRANSPORT SPECIALISTS

BRIQUETTES GO BY TRAIN



EACH DAY, EVERY DAY, TWO SPECIAL TRAINS OF BRIQUETTES—VICTORIA'S CHEAPEST UNIT OF HEAT—LEAVE MORWELL FOR MELBOURNE.

FOR BULK MOVEMENT OF GOODS, YOU CAN RELY ON RAIL

—the safe, sure and economical transport over the steel thruway

Your Stationmaster or the V.R. Commercial Branch (ph. 62 0311—ext. 2094) will be happy to help you with all details of rail freightage



VICTORIAN RAILWAYS ARE TRANSPORT SPECIALISTS

E 4

shippers but the general public with the ability of the railway system to handle an unbelievable variety of goods, the extent of items carried has surprised even many well-informed railwaymen.

Commodities featured are selected to demonstrate some particular capacity of the railways, with preference to those that are unusual or touch on the very lives of people, because they are more likely to catch the interest of newspaper readers. Briquettes by the train load naturally illustrate bulk movement; refrigerators, careful handling; motor cars, reliability; tubes, bogie exchange; and celery, refrigerated wagons—to quote a few examples.

The vital part the railways can play in saving life is shown in the way urgent medicines are handled; or in creating life, by the dispatch of frozen semen.

How much Victoria's breakfast tables depend on rail transport is sharply emphasized by such commodities as bees, crumpets, butter and margarine. So we show, indirectly, that ours is an industry involving Victorian's whether they travel by train or not.

Among the unusual are blown-up footballs for the afternoon's match, tropical fish, and a ship model.

The series started last November in *The Age*, appearing on Tuesdays above the Stock Exchange quotations to reach the responsible business community. Last month, the impact

BEER GOES BY TRAIN



YOUR RAILWAYS CARRY
26,000,000 GALLONS OF
CARLTON AND UNITED
BEER A YEAR TO HELP
QUENCH VICTORIA'S THIRST

If your industry needs reliable deliveries to meet regular demands or deadlines, your stationmaster or the V.R. Commercial Branch (62 0311 ext. 2094) will be happy to tell you how you can rely on rail.



**VICTORIAN RAILWAYS ARE
TRANSPORT SPECIALISTS**

E 24

MEDICINES COME BY TRAIN



URGENT MEDICINES, ON WHICH LIVES MAY DEPEND, ARE CARRIED TO THEIR COUNTRY OR SUBURBAN DESTINATIONS, BY THE FIRST PASSENGER TRAIN, IN THE PERSONAL CARE OF THE GUARD.

No matter what your medicine need, you can rely on rail. Your stationmaster or the V.R. Commercial Branch (62 0311 - ext. 2094) will be happy to talk transport over the steel throway with you.



**VICTORIAN RAILWAYS ARE
TRANSPORT SPECIALISTS**

F 21

was broadened by moving the series to our regular Wednesday space on the forward news pages of *The Age*, *Herald*, and *Sun*.

All in all, the message from the series is that Victorians—as individuals, as producers, as groups—very much rely on rail and can use it

to their advantage in far many more ways than they thought possible.

We hope Victorians get the message, but unless the Railways, and the men and women who run them, adequately give the service, care and efficiency advertised, the campaign will be in vain.

NO WASTE OF LAND

IN a letter to *The Age* (March 3, 1967), Mr. Bernard Boles alleges that there is an "appalling waste of city real estate on railway property that should go under the hammer", and that the Commissioners "cling desperately to disused assets and every inch of unrewarding city land. . . ."

The facts show that the Department does the very opposite.

The Department's policy is to lease unused railway land, wherever practicable, and to retain areas for future railway developmental purposes and to meet the inevitable demand for increased railway services as the population expands.

Total Railway Estate Office revenue in the last financial year was \$1,550,000 from the leasing of railway lands, shops, offices, houses and sites, and other sources.

Railway lands have been leased under long term arrangements for light industries, recreation centres and motels; a luxury hotel is now

being built on railway land at Dandenong.

Surplus railway land was also made available at Kew for building the headquarters of the Country Roads Board; buildings have been erected on railway land at Toorak for the State Rivers and Water Supply Commission, and at Tooronga for the Country Fire Authority.

In the city proper, a development company, by agreement with the Commissioners, has successfully embarked on the Princes Gate project which radically changed an important corner of the city. It involved considerable alterations to railway facilities so that a completely new station, two 18-storey tower buildings, a public plaza, and a concourse arcade of shops could be provided.

A development company is planning an extensive development on the site of the Flinders Street station.

When the new Spencer Street railway station was about to be built, the Commissioners, in their efforts to obtain the maximum amount of revenue from this valuable piece of city real estate, offered the *air rights* of the building to private enterprise.

Mr. Boles showed an unfortunate lack of knowledge of railway operation and failed to appreciate the Department's need to cope with future transport requirements of the metropolis, when he suggested that land (which railway planners regard as vital for the future expansion of the railway system) should "go under the hammer" for the erection of motels, flats, etc.

For the efficient and economical operation of the Railways, it is necessary to have railway facilities concentrated within a defined area, and not scattered.

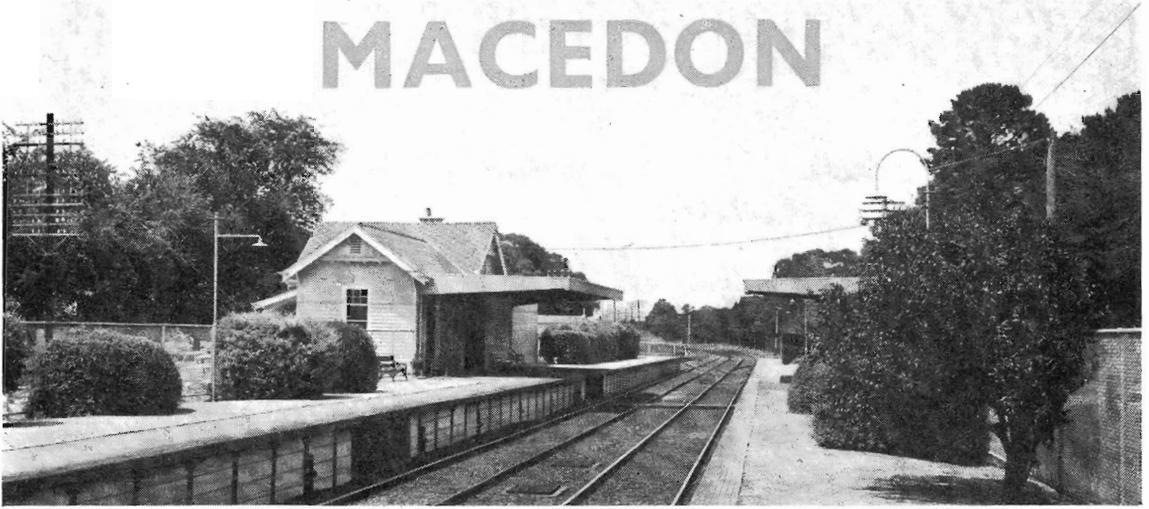
SAFETY FACTOR

THE *Overland* derailment, last month, emphasized an inherent safety factor of modern railway equipment. The carriages stayed together, remained upright, and did not telescope. This, however, is just what is expected of modern, steel carriages equipped with interlocking-type, automatic couplers.

CONSCIENCE MONEY

SIXTY dollars conscience money was received by the Department, last month, from "X 48".

MACEDON



Macedon station as it is today.

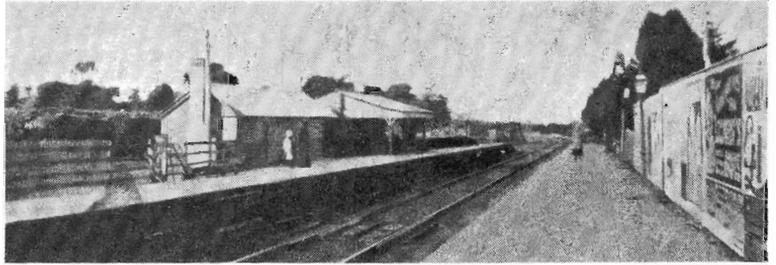
Macedon, although only a small station, 43½ miles from Melbourne, has an increasing passenger and outwards goods traffic.

With bracing air and fine mountain views—the station is 1,656 ft. up—the area has long been favoured as a week-end retreat and often a permanent home. And the number of permanent residents who commute to the city has, over the years, been steadily growing, with beneficial results to rail traffic.

Last financial year, passenger journeys totalled 34,083, an increase of 9,515 over those for 1955-56. There are about 50 holders of periodical tickets who make the daily trip to Melbourne, mostly by the 7.8 a.m. or the 7.50 a.m., the latter bringing them to the city by 8.53 a.m. There is also some passenger traffic for the local Civil Defence School.

Yearly outwards goods traffic has risen from the 104 tons 10 years ago to last year's 5,072 tons. This traffic consists mainly of pine logs from the Forests Commission's plantations. Cut to 6 ft., the timber is railed to the paper mills at Maryvale.

Other freight items are the trees and shrubs sent from the Forests Commission's nursery to most parts of the State during May to October. Up to 250 boxes a month are railed. Inwards freight, 184 tons last year, consists mostly of groceries and beer. Macedon's staff are Stationmaster P. J. Dalton, Assistant Stationmaster J. E. Benney and Station Assistant G. E. Jackson.



Early view of the station.



Stationmaster P. J. Dalton came to Macedon in 1952 from Mitiamo.



Station Assistant G. E. Jackson, shown filling lamps, joined the Department in February last year.

Stores Branch changes

WITH the retirement towards the end of this month, of Mr. F. Orchard, Comptroller of Stores, a number of changes will take place in the branch. Mr Orchard will be succeeded by Mr. A. Wilkinson who has been Assistant Comptroller of Stores for the past 11 years. Mr. Wilkinson joined the Department in 1917 as a lad Messenger in the Secretary's Branch, and the following year was transferred to the Stores Branch as a junior clerk. Among the senior positions he has occupied are those of Storekeeper at Newport Storehouse, Newport Power Station, Bendigo and Spotswood General Storehouse. In 1954 he was appointed Chief Clerk. In his younger days, Mr. Wilkinson played football with Mordialloc; today he plays golf, likes fishing, and, he says, hates gardening.

Mr. Orchard's long career—just over 50 years service—began when he started as a junior clerk in 1917. His first job was on the telephone switchboard in the inquiry office at the Melbourne Goods Sheds. In 1917 he was transferred to the Stores Branch and, after gaining accounting and secretarial qualifications, began a rapid rise in the branch. Mr. Orchard was promoted to Storekeeper, Newport Power Station, Storekeeper, State Coal Mine, Stores Branch Bookkeeper, Chief Clerk and, in 1954, head of the branch.



Mr. Wilkinson (left) and Mr. Orchard inspecting the Diesel Loco Storehouse, Dynon.

Assistant Comptroller of Stores

MR. A. W. Thomson who has been Stores Branch Bookkeeper since 1953, will become Assistant Comptroller of Stores. He



Mr. A. W. Thomson

started in the Secretary's Branch as a lad messenger in 1922, and on becoming a junior clerk worked in the Transportation Branch before his transfer to the Stores Branch in 1925. Mr. Thomson gained experience in a number of Storehouses, in the staff section of the branch, and, in 1938 became secretary of the Stores Standardization Committee.

During the Second World War, he served in the R.A.A.F. for five years, including 2½ years in India, Burma, and Ceylon. In 1960, Mr. Thomson worked on the report on electronic data processing for Stores work. He is a qualified accountant and cost accountant.

Manager

MR. J. C. Crute, newly appointed Manager, Melbourne Freight Terminal, gained valuable experience for the position as Assistant Melbourne Goods Superintendent, a post he occupied from the opening of the Dynon standard gauge terminal in 1962.

Earlier terms as Traffic Inspector, Albury, Eastern District, and attached to Head Office, helped with his grounding in operating know-how.

Mr. Crute's new duties involve the co-ordination of the work of Melbourne Goods and Melbourne Yard plus the problems incidental to maintaining the smooth flow of freight through these depots during the re-arrangements involved in the building of the new terminal.

Oldest bowling club

AFTER *News Letter* published, in the last issue, an item that referred to the City of Melbourne Bowling Club (at Flagstaff Gardens) as "Melbourne's oldest bowling club", a reader immediately countered that the Melbourne Bowl-

ing Club (at Windsor) was the oldest. With bias in such a delicate matter, *News Letter* supports the reader's claim. According to the Royal Victorian Bowling Association, Melbourne's three oldest clubs are: the Melbourne (founded in 1864), the St. Kilda (1865), and the City of Melbourne (1866).

Coin Collector



Mr. Ang checks a coin in his collection against the catalogue.

SIGNAL Assistant David Ang, of Carlsruhe collects coins and, judging by the prices paid for old coins, this should be a rewarding hobby. Mr. Ang specializes in Australian coins, and his collection of several hundred has specimens from 1910 to 1964. He was born in Malaya, came to Australia in 1960, and has been three years in the Department. Other hobbies of Mr. Ang include shooting, fishing and football. While in Melbourne, he played as a rover for Codon in V.R.I. football.

Marie Collier to return

DOUBTLESS, many railway staff were interested to read of world-famous soprano Marie Collier's triumphal appearance, last month, at the Metropolitan Opera House, New York, and her of intended visit to Australia next month. Miss Collier is the daughter of Mr. T. R. Collier, now deceased, a former Chief Traffic Manager, who retired in 1959.

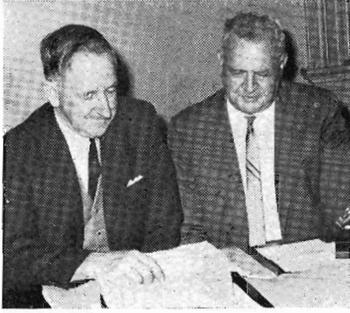
Bush fire fund

A collection made among the staff of the Electrical Centre and Signal and Telegraph Works section at Batman Avenue, resulted in \$35.60 being forwarded to the *Herald-Sun* Tasmanian Bush Fire Relief Appeal.



Mr. J. C. Crute

Born on the railways



Mr. Prendergast (left) hands over to Mr. Swan. (Photograph E. Newman)

MR. J. Prendergast, who retired last month as senior clerk in the Eastern District Superintendent's office, not only worked 47 years in the railways, but was also, he says, born on the railways. He came into the world in a gatehouse at Buckley (since closed), about 20 miles from Geelong; his father was a ganger and his mother a caretaker. Mr. Prendergast started in the Department in the Transportation Branch but was shortly after transferred to Newport Workshops as a lad driller.

He recalls that while in the 'shops he worked on a locomotive that was being prepared for the visit of the Prince of Wales (now Duke of Windsor) in 1920. In 1922, Mr. Prendergast returned to the Transportation Branch as a junior clerk.

Mr. Prendergast has been succeeded as senior clerk by Mr. J. K. Swan from the Metropolitan Superintendent's office. Mr Swan has had

a wide experience in the Flinders Street area having, in recent years, worked in the Stationmaster's office, booking offices and guard's depot.

THE V.R.I. LIBRARIAN TALKS ABOUT BOOKS

THIS month I should like to address myself to parents, particularly to parents of school-age children, because I feel that, even if you don't read yourself, you should still use the library for the benefit of your children.

Our Children's Section caters for all ages, from picture books for the tots, and read-aloud books for the learner-readers, right through to books for the young adults, educational as well as recreational.

In the education field, an outstanding example is the Caravel Series. There are sixteen titles in this series so far, including *Knights of the Crusades*, *Heroes of Polar Exploration*, *Alexander the Great*, *Captain Cook and the South Pacific*, and *The Universe of Galileo and Newton*. These are all authoritatively written and beautifully illustrated, and are of such a level that both primary and secondary school children will be educated and entertained.

Then, to assist in school assignments, we have recently acquired a series on Australian primary industries. This series to date, covers

Wheat, Beef Cattle, Sugar, Iron and Steel, Timber, Sheep and Wool, and Dairy Products.

For the very young, there is the *Can Be Fun* series, including *Manners Can Be Fun*, *Reading Can Be Fun*, and *Arithmetic Can Be Fun*.

There are a great many others, covering geography, history, social science, chemistry, physics, and needle-work, as well as sports and hobbies for the young.

In recreational reading for children, the library tries at all times to add the best of the children's books as recommended by the various specialist authorities. Some of the old favourites are still being reprinted, such as *Daddy Long-Legs* and the *Dr. Doolittle Series* which have been read and enjoyed by children since the nineteen-twenties. A new series that will prove very popular is the winner of the Hans Christian Andersen medal: *Moomin*, of which we have just received seven titles, two of which are picture books, and the remainder story books; all have the same mixture of fun and fantasy, and the drawings are fascinating to the children.

Two other wonderful series for the very young are *Ant and Bee* (nine titles so far), and *Paddington the Bear*, (seven titles); and, of course, there are the Dr. Seuss books that are still being published regularly, and many, many others, in series or singly.

All in all, parents may well ask themselves: for their children's sake, can they afford not to belong to the V.R.I. Library?

Reunion



Five years ago the 1942 V.R. apprentices held their first reunion. They met again last month with equal conviviality at the Brunswick ballroom of Arthur Woodhead, himself a former 1942 apprentice and now a dancing instructor and caterer. In the above picture of the recent reunion, Mr. W. Chapman, Newport Workshops Manager, is seen addressing the gathering, and on his left is guest of honour Mr. G. F. Brown, Deputy Chairman of Commissioners. Next to Mr. Brown is Mr. L. Rollis, Superintendent of Locomotive Maintenance, who acted as reunion chairman. Also at the official table are Messrs. G. Perlstein, R. Palmer, W. Daley, and J. Riley, all railway foremen, and officials of the reunion committee. Nearly a hundred 1942 apprentices attended, and many renewed old friendships broken only by the passage of time. Some members had moved into different occupations after qualifying in their trades, and the line-up included a publican, detective, naval officer, and several school teachers. Five years hence—reunion No. 3!

RECENT RETIREMENTS...

ROLLING STOCK BRANCH

Wightman, R. P., Jolimont
Kite, E. F., Newport
Shepherd, H. W., Newport
Yourn, J. N., E. R. Depot
Black, A. J., Ballarat North
Gully, W. L., Jolimont
Fewster, G., E. R. Depot
Tate, F. J., Benalla
Field, F. J., North Melbourne
Hughes, E. T., North Melbourne
Wallis, F., Newport
Budge, C. E., North Melbourne

TRAFFIC BRANCH

Mead, J. L., Melbourne Goods
Baddeley, F. O., Heidelberg
Johnson, A. H., Melbourne Goods
Davies, J., Brighton Beach
Dalgleish, G. P., Ballarat
Kenny, C. O., Melbourne Yard
Mann, A. J., Flinders Street
Young, E. J., Melbourne Goods
Ryan, W. S., Head Office
Arro, A., Bendigo
Ryan, A. P., Spencer Street
Raso, V., Flinders Street
Fitzsimmons, J. J., Head Office

WAY AND WORKS BRANCH

Jones, A. C., Shepparton
McTigue, J. P., Sunbury
Standfield, F. M., Korong Vale
Clothier, W. G., Flinders Street
Lohde, F. W., Moulamein
Howard, J. L. G., Inglewood
Scollo, G., Spotswood
Brown, A., Elmore
Spencer, F. W., Murtoa
Hawken, R., Caulfield
Driver, C. M., (Miss), Spotswood
Burke, J., Relaying (No. 2)

STORES BRANCH

Waterman, P. G., Newport Wk'shops
Sutherland, A. J., Head Office
Murphy, T. A., Laurens Street Depot
Davern, J., Head Office
Skeates, H., Spotswood

ACCOUNTANCY BRANCH

Hart, W. J., Head Office
Outhred, I. D. P., Head Office

NEWS LETTER REGRETS

TO RECORD THE FOLLOWING

DEATHS

TRAFFIC BRANCH

Cook, E. K., Maroona
Hay, J. E., Swan Hill

WAY AND WORKS BRANCH

Haldane, T. W., Spencer Street
Hickey, J. J., Kyneton
Poole, A. J., Special Works
Carson, S. O., Kardella
Blandford, E., Bendigo

STORES BRANCH

Wilson, K., Spotswood



1967 Intersystem Cricket Carnival

UNDEFEATED champions in the 1963 and 1965 carnivals, our team had to lower their colours at Brisbane, and finally finished third on the over all team placings. In the opening match of the series, we just managed to scramble home in front of the host state by two runs. Then followed a win over South Australia, a rather lucky wash-out against Commonwealth when they had us in serious trouble, a first innings win against Tasmania, and no play at all in the match against Western Australia. And so to the final match of the series, against New South Wales, for the Commissioners' Shield. Winning the toss, N.S.W. sent us in on a very sticky wicket, and although our bats struggled manfully, we were all out for the rather meagre 89. Although this total seemed an easy target for the N.S.W. batsmen, our fellows decided that the game was not lost until it had been won, and with good attacking cricket had their opponents 3/40 at lunch. Still with only 50 runs to get and seven wickets in hand, the result looked a foregone conclusion.

Bob Jansen however had different ideas, and in the first over after the luncheon break, he captured three quick wickets, to completely alter the situation. Now with 6/40, N.S.W. were really struggling and our fellows were right back in the game. Slowly the score mounted, and occasionally a wicket fell, until the score board read 9/79, and our camp felt that they had a chance of winning their third successive carnival. But the last N.S.W. batsmen were just as determined to grab victory for their state, and, defying every effort by our bowlers to remove them, they put together the necessary 10 runs required to win the match.

It was a great game and a worthy deciding match of the series. Our congratulations to N.S.W. on winning the Commissioners' Shield, and to Commonwealth—winners of the Ray Tait Memorial Bowl for the first time. Final placings for the

carnival were: N.S.W., first; C'with (whose percentage was .01 better than Victoria) second; Vic., third; W.A. and Qld. equal fourth; Tas. next; with S.A. last.

After the series, an All-Australian-Railways Institute Cricket Team was selected, and Ted Barnes, Rob Dyson and Kev. Schickerling won places in this eleven. Ted Barnes was named as Captain—an honour richly deserved by the popular Victorian skipper. Mrs Jean Barnes (our official scorer) was named as honorary scorer. Our congratulations go to these four members of the Vic. party on being so honoured. I feel that a word of praise should go to Bill Crowe for the way he managed the party, and to Frank McCloskey (Institute Representative) for the many services he rendered throughout the trip. Praise is also due to every member of the party for exemplary behaviour both on and off the field; this can do nothing but reflect credit on the State they represent.

Country Cricket Week

FIVE teams competed in this year's Country Cricket Week—Ballarat, Benalla, Dimboola, Korumburra and Traralgon. Although Korumburra again won the D.S.J. Shield and the V.F. Trainor trophy—for the fourth successive year—the opposition was much stronger, and the competition very, very keen. There were times during practically every game when the eventual winners could have been beaten, and it is to the credit of the 'Burra boys that they got themselves out of each tight spot. It was pleasing to see one of the smaller centres, Dimboola, finish in second position; they could be a big threat to any team in 1968.

On opening day, Monday March 6, Traralgon had a comfortable win over Benalla, although they could not force the outright. Korumburra and Ballarat had an interesting struggle, with Ballarat having the 'Burra 6/47 at one stage of the morning. However, Korumburra recovered well, and went on to win on the first innings. On Tuesday, all play was washed out after lunch, and so no points were scored. On Wednesday, games were switched from Royal Park to St Kilda for that day only, and Traralgon, after scoring 103 in the morning, dismissed Ballarat for 92, and so took the points. In the other match Dimboola beat Benalla outright.

Thursday provided the most interesting cricket for the week, with both matches played having some bearing on the result of the series. Ballarat were up against Dimboola who batted first and were dismissed for 153. Ballarat, with Stan Wallis

starring, wore down the opposition bowlers to get 194 for the loss of 9 wickets by stumps, and so end Dimboola's chances of winning the Country Week title. In the other game, Traralgon and Korumburra had a tremendous battle, and the result was in doubt until the last ball was bowled. At lunch, Traralgon were 154, Cox making 53 n.o., but it was doubtful if their bowlers could remove the Korumburra batsmen under this figure. However, they excelled themselves, and at one stage had the opposition 6/72, and later 9/123. But they could not clinch the match. The last two batsmen pushed the score along, and by running a bye on the last ball of the game finished with 9/155, winning not only the game, but the series. Friday saw Benalla beaten outright by Korumburra, and Traralgon rather easily beaten by Dimboola.

At luncheon on the opening day, the players and officials of all teams were welcomed by Mr. G. F. Brown (Deputy Chairman) on behalf of the Commissioners, and by Mr. L. A. Reynolds (General President) on behalf of the Institute Council. At the function held after the games on the final day, Mr. E. P. Rogan (Commissioner) and Mr. M. McKenzie (Senior Vice-President V.R.I.) presented the trophies.

Metropolitan Cricket

IN the semi-finals of the metropolitan competition, Jolimont 48 (Figgis 5/18, Smart 3/12) were beaten by Stores 7/148 (Dyson 49, Ash 37, Hackett 2/41, Loco. 8/178 (Chapman 44, Wilson 25, McCalman 2/46, Leehane 2/38) beat Spotswood 133 (Bevan 56, Lees 42, G. Allen 5/42). The final saw Loco win the Commissioners' Cup (for the first time since the 1953/54 season) when they scored 172 (Chapman 48, Close 41, G. Allen 25, Figgis 5/46, Thom 3/55) to beat Stores 7/136 (Cooney 67, Thom 34, Whelan 5/27) On presentation night March 16, Mr. W. Walker (Secretary for Railways), on behalf of the Commissioners, presented their cup to the winning captain, Roy Chapman, of Loco.

Country Bowls Week

Approximately 100 country bowlers, in near century heat, participated in this year's fixture.

Games were played at Albert Park—V.R.I., Middle Park, St. Kilda, and Flemington-Kensington clubs. All events were keenly contested but in the championship fours, the strength of the big cities, Ballarat and Bendigo, was obvious, as all the quarter finalists came from those places.



Country Week: Dimboola opening batsman K. McPhee straight drives a ball in the opening over of the match against Traralgon. Other players are (from left): M. Lethlean (jnr.), M. Rode, M. Lethlean (Snr.), D. Rode, and R. Tate

The final, between Bendigo 1, *skipped* by Taffy Jenkins, and Ballarat 6 (Ray Laycock), was not as tight a game as was expected between these two talent-loaded fours. Bendigo took an immediate lead, were never in serious trouble, and won 23 to 8. Other member's of Taffy's winning four were Web Hamilton, Jim Smyth and Laurie Hindson. Ray Judd, who had won selection in the R.V.B.A. Victorian side, Don White, and Stan Williams were in the unsuccessful Ballarat four.

The pairs championship was won by Ararat, the players being Bill Clark (ldr.) and Wilf North (skip.) who beat Andy Polson and Mat Wallis of Ballarat in a game that was one of the most exciting I have ever seen—the Ararat pair trailing three on the last end, scored with the last bowl of the match, and won 13 to 12.

The singles title went to Jack Hutchinson of Maryborough, who with a great exhibition of precision bowling, outclassed his opponent, Alf Traves, of Bendigo, to win 26 to 13. Alf many times looked as if he would get back into the game, but the consistent bowling of Hutchinson repeatedly stopped him from scoring. Jack completed a fine double when he *skipped* a combined Maryborough Benalla four to a win in the consolation fours. Jack was ably supported by Tom Ross (Maryborough), Jack Sandlant, and Bill Bryce, (both from Benalla). They were able to hold off a strong challenge from a Seymour four — Bob McCluskey, Gordon Murray, Les Black and Ivan Cowling (skip.) — to win 16 to 13. Once again we are indebted to a small but energetic band of helpers such as Des O'Donnell and Bob Grace (V.R.I. Councillors), Kevin Bryce (Treasurer, V.R.I. Social Bowling Club), Frank Deller and Frank Desmond.

Wimmera Bowling Tournament

The Ararat V.R.I. Bowling Club—hosts at the 11th Annual Wimmera

Bowling Tournament—was thrilled when over 100 bowlers turned up to compete in this fixture. Rinks representing Port Fairy, Hamilton, Ouyen, Ballarat, Maryborough and Melbourne contested the championship. Maryborough won and Ballarat was second, just nosing the locals out of that position. The winning four—T. Ross, W. Hawke, C. Goodren and W. Sinclair (skip.)—showed excellent form throughout the day, winning all their five games. Hamilton, the shield holders, found this year's opposition much too strong and finished among the also-rans. Congratulations are due to the organizers, for the way in which the tournament was conducted, and to the Ararat ladies, for the catering arrangements. Their efficiency contributes greatly to the popularity of the fixture.

Social Bowling Club

Members of the V.R.I. Social Bowling Club turned out in force for the last of the country trips—to Bendigo. A party of 70, including wives, spent a very pleasant day as guests of the Bendigo V.R.I. Club. Centres represented were Ballarat, Maryborough, Melbourne, Seymour and of course, Bendigo. However, strong as was the centre representation, the winning rink was truly a composite one, comprising J. Graham (Melbourne), F. Johnson (Maryborough), J. McFarlane (Bendigo) and M. Wallis (Ballarat), skip.

Intersystem Basket-ball

V.R.I. railway members are reminded that both a ladies and a men's team have been entered for the intersystem carnival at Adelaide in October this year. Teams will be selected late in June. Members who would like to be considered for selection should contact the Sports Secretary, V.R.I. as soon as possible; by writing c/o Victorian Railways Institute, Flinders Street, Melbourne, or by phoning Auto. 2445.

VICTORIAN RAILWAYS

NEWS LETTER

MAY



1967



Mildura service increased

A preference for night trains, indicated by a canvass of tourist, municipal, and commercial interests between Donald and Mildura, has meant an increase in the Melbourne-Mildura service from five to six trains a week.

The new service started this month and replaces the former day service by *Mildura Sunlight* that ran Tuesdays, Wednesdays, and Thursdays. Overnight trains, previously two a week, now run each night except Saturdays.

It was considered that many potential rail travellers beyond Donald had used other forms of transport because of the lost time in daylight train travel. Evidence of this was provided by the poor patronage given to *Mildura Sunlight*.

Passengers visiting Melbourne by overnight trains will need to be absent from their businesses or homes in Mildura for only a day, whereas, under the former daylight service, an absence of at least two days was unavoidable.

Trains for the new service have air-conditioned sleeping and sitting carriages. An improved service for parcels traffic by the night trains will include the provision of refrigerated vans for perishables.

Perishable traffic regained

THE marshalling of perishable loading next to the locomotive on incoming trains from the country has resulted in considerable improvement in the handling of this traffic. This is particularly important with butter, as regular supplies of it are required daily by the packers for delivery to retailers. As a result of the improved service being given, a considerable amount of butter traffic has been regained. The prompt placing of this traffic in the Perishable Shed has also permitted earlier release of vehicles, and facilitated the handling of subsequent arrival trains.

Tanker for gas

AUSTRALIA's biggest rail oil tanker—59 ft. 2½ in. long and with a capacity of 17,000 gallons or 38 tons—is being used to transport propane and butane liquefied gas from Bittern, on the Mornington Peninsula, to Ballarat, Warracknabeal and Warrnambool, for household gas purposes.

The gas is brought in road tankers from B.P. Refinery (Westernport) Pty. Ltd. and transferred to the rail tankers. Tankers are loaded at Bittern station.

Million miles

A *S News Letter* went to press, one of *Southern Aurora's* luxury twinette carriages was expected to reach one million miles of travel.

The carriage is NAM 2339. A little of the mileage was recorded by the carriage in trial running in New South Wales, before it went into *Southern Aurora* service.

Chipping plant for Colac

A wood chipping plant capable of handling 700 tons a day is being installed at the Colac Railway Yards.

The supply of pulp-wood will be by contractors employing 40-50 men working in the Otway Ranges from both private properties and State forests.

The plant consists of a log conveyor to which the billets of pulp-wood are unloaded from the pulp-wood trucks.

The billets are carried by the conveyor to the chipper, which speedily converts them into chips.

From the chipper, the chips are transported by conveyor to a storage hopper of 40 tons capacity. From the hopper, they pass over a vibrating screen into railway wagons ready for transporting to General Paper Mills Brooklyn Mill.

The digester will use 150 tons of chips a day.

The general civil engineering work for the installation of the chipping plant will be carried out by local contractors.

Two or three men will be employed at the plant. (*Colac "Herald"*)

Road transport's share

On many occasions, it has been necessary to refute the claim by road interests that "road transport carries more than three-quarters of the nation's freight".

Recently, it appeared again in *The Australian*. The claim is wrong because the calculation is based on tons carried and does not take into account the distance the freight is moved. Measuring transport in tons without reference to distance is, of course, as meaningless as expressing speed in miles without reference to time.

The proper unit for the measurement of freight transport output is the ton-mile, and on this basis the tasks carried out by road and rail transport in Australia are roughly equal.

Road transport does all the local deliveries around cities and towns which amount to a large proportion

of transport movements and, of course, nearly all traffic that is moved by rail is brought to, and taken from the rail-heads by road.

This is the proper function of road transport in an economically co-ordinated transport system, but, when road competes with rail, waste of transport resources occurs, especially in a community, such as ours, that does not have sufficient traffic to support two forms of surface transport.

Another point of importance is that the more long-distance business is diverted from road to rail, the less congested and safer the highways become for the motorists. As it is, highway hazards, created in quite a number of cases by heavily laden interstate transports (sometimes driven by men suffering from travel fatigue and others stimulated with pep pills) must inevitably increase as the road transport fleet grows bigger. (See letter on page 77)

Line transposed

Transposition of a line of type in the second paragraph of "GOES BY TRAIN", page 58, of last month's *News Letter* made it difficult to follow.

The paragraph should have read :
Repeating the theme that the



VICTORIAN RAILWAYS ARE TRANSPORT SPECIALISTS

the *Goes by train* series reveals the wide range of commodities being successfully transported over the steel thruway.

Readers who keep their *News Letters* for reference can obtain a stick-over corrected paragraph if they phone or write to the Editor.

FRONT COVER

IN FILM, V.R. girls—Marylin Briggs and Margaret Park (Accountancy Branch), Margaret Hardiman (Secretary's) and Sue Sleep (Traffic)—take a break from filming with Geelong radio announcer Barry Casey, who plays the lead in the Department's new employment film, "Going Our Way?"

The girls took part in a sequence, photographed at Flinders Street Station Building, in which Barry first appears in his new station assistant's uniform. See story, page 74.

OUR NEW TOP LEVEL TEAM

Mr Brown



FROM the youngest apprentice fitter and turner of his year to Chairman of Commissioners of the Victorian Railways. That's the railway success story of Mr. G. F. Brown, our new chief, and top man of the State's biggest industry.

Our new Chairman of Commissioners has railways in his blood. Both grandfathers were locomotive drivers, and a great-grandfather was an Inspector of Permanent Way on the Geelong-Ballararat line in 1864.

Mr. Brown joined the railway service as an apprentice fitter and turner in 1923 and, because he displayed outstanding ability, was transferred to the Drawing office at Spencer Street during the fifth year of his apprenticeship. He later returned to Newport Workshops and, having gained the necessary qualifications, was appointed as engineering assistant in the Plant Engineer's office. In 1934 he was lent to the Country Roads Board, in an advisory capacity and, during this period, he was responsible for the design of certain road-making equipment that has since been used extensively throughout Australia.

Mr. Brown occupied the position of Plant Engineer at Newport Workshops from 1936 and, for the hectic period of the early war years, he was responsible for normal plant work as well as for the planning of the aircraft and ammunition annexes and setting up of the associated production lines. During the second World War, the ammunition annex produced nearly one million shells of various calibres and the aircraft annex produced fuselages for 700 Beaufort bombers and 364 Beaufighter aircraft, as well as numerous aircraft parts.

One of the new breed of Victorian Railways executives, Mr. Brown was early an enthusiastic supporter of the diesel-electric locomotive. Appointed Superintendent of Locomotive Maintenance in 1943, he was subsequently sent to U.S.A. to consult with General Motors (Electro-Motive Division) on the design of diesel-electric main line locomotives for the Victorian Railways. He also investigated the latest American methods in the maintenance of diesel-electric locomotives and returned with technical information that proved invaluable when the new and up-to-date servicing and maintenance Diesel Depot was established at South Dynon in 1962.

Mr. Brown became Acting Chief Mechanical Engineer early in 1953, and was appointed to the position in 1954. In this position, he was responsible for the preparation of the Royal Train for the visit of Queen Elizabeth and the Duke of Edinburgh and the efficiency of the rolling stock for the special country and suburban services during the Royal Tour.

He became a Commissioner in 1958 and, in 1961, was appointed Deputy Chairman of Commissioners.

Last year he accompanied the Victorian Minister of Transport on an overseas tour to study the latest railway developments in Japan, U.S.A. and Canada.

Among the important railway matters he investigated were the financing of rapid transit systems; the design of suburban carriages and their associated equipment; improved methods of train operation, including train control and signalling systems, and the working of automated marshalling yards; design and construction of van and wagon stock and methods being used to ensure efficient and damage-free handling and carriage of goods; use of containers, Flexi-Vans, and other techniques for specialized loading; operation of underground railways; design, motorization and operation of self-propelled diesel passenger trains; research and training facilities.

Mr. Brown's aim will be to give Victorians the best he saw in modern rolling stock and operating techniques on his overseas tour.

Mr. Brown is a member of the Institute of Locomotive Engineers and its Victorian representative, Member of the Institute of Transport and the immediate Past Chairman, Member of the Institution of Engineers (Aust.) and Fellow of the Australian Institute of Management.

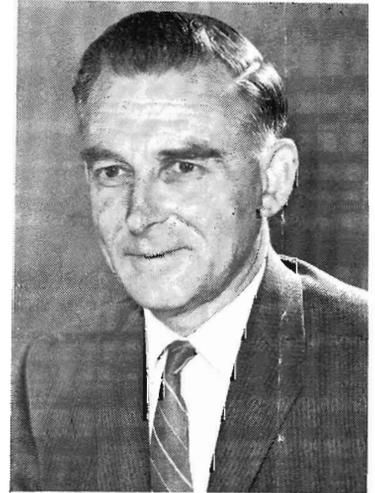
He has been, and still is, active in the advisory field of technical education as a member of the Council of the Royal Melbourne Institute of Technology since 1958, being now

Vice-President, and as a member of the Council's Finance and Works Committees has taken a detailed interest in the Institute's current rebuilding programme.

Since February last year he has been Chairman of the Advisory Council on Technical Education appointed by the State minister of Education.

His activities in the Institute of Transport were largely instrumental in the re-introduction of the Transport Administration Course conducted at the R.M.I.T.. He is at present Chairman of the Institute's Education Sub-committee.

Mr. Rogan



MR. E. P. Rogan is our new Deputy Chairman of Commissioners.

Forty-two years ago in July of this year, he was a boy just out of school. He followed in his father's footsteps by joining the Victorian Railways.

After receiving instructions at Ballarat in what he would be required to do as a junior clerk, he was transferred back to his home town—Maryborough.

From that humble beginning, the school leaver, who had faith in the Railways as a rewarding career, has risen, at the age of 57, to the second top position in the Victorian Railways—Deputy Chairman of Commissioners.

Shortly after he joined the Transportation (now the Traffic) Branch, Mr. Rogan was transferred to the Rolling Stock Branch, and subsequently qualified as an accountant.

After eight years in the Rolling Stock Branch, including nearly two years on loan to the clerical staff of the Newport Technical College, he was transferred to the Secretary's Branch in 1933, and thus became one

of the relatively few railway executives who have had experience in three branches of the service.

Mr. Rogan, who had been granted a Government free place at Melbourne University, gained further academic honours in 1934 when he obtained his degree of Bachelor of Commerce.

Appointed Industrial Advocate in 1952, Mr. Rogan represented the Department in many important industrial cases and soon won a reputation for thoroughness and the zeal and conscientious manner in which he handled Departmental briefs.

With such a background, Mr. Rogan was well qualified for administration and promoting good staff relations when he was appointed a member of the Staff Board in 1957.

In 1960 he attended the Summer School of Business Administration at Melbourne University, and he was the complete administrator when appointed a Railways Commissioner in 1961.

Mr. Rogan led a special computer mission overseas in 1964 to obtain first-hand knowledge and full details of trends in design, application, versatility and miniaturization, also manufacturers' future plans, and to study the full application of electronic data processing for both accounting and operating purposes in railways.

While abroad, Mr. Rogan looked at many aspects of the operation of other railways and attended the annual convention of the International Labour Office at Geneva. His investigations took him to Japan, Europe, Great Britain, Canada and U.S.A.

In addition to holding a Commerce degree, Mr. Rogan is an Associate of the Australian Institute of Accountants, a Fellow of the Australian Institute of Management and a Member of the Institute of Transport.

Mr. Rogan keeps fit with tennis and bowls. As a member of a Head Office Fours, bowls gives him an opportunity to meet metropolitan and country railwaymen in an informal atmosphere.

Mr. Reynolds

MR. L. A. Reynolds is our new Commissioner.

One of the main highlights of the eventful railway career of Mr. Reynolds, Chief Civil Engineer of the Victorian Railways for the past 12 years, was his supervision of the construction, between 1959 and 1962, of the Melbourne-Wodonga standard gauge line, which revolutionized passenger and freight services and gave rail transport the greatest boost it has received since the second World War.

Coupled with this work was his planning of Spencer Street as a dual



Mr. Reynolds

gauge terminal, and the re-arrangement of the station to make it the most outstanding in Australia and one of the best by world standards.

Another of his big engineering responsibilities was the reconstruction of the railway bridges over Swan Street, and building a new Richmond station. A remarkable feature of this project was that the extensive bridge work was completed in stages and with no interference to train traffic (apart from reduced speeds for trains) on one of the busiest lines of the metropolitan electrified system—the Box Hill group of lines.

Big civil engineering projects have become routine for the very active Mr. Reynolds, who has gained a reputation for completing jobs on scheduled time.

His latest project is the re-arrangement of the Melbourne Yard, estimated to cost \$10 million. It has become imperative because of the spectacular increase in railway freight traffic.

It will incorporate, for the first time in Australia, hump shunting, using the latest overseas ideas of automatic switching and retarders and the weighing of moving wagons on an electronic load cell weighbridge.

Mr. Reynolds, who was 62 on March 6, had completed the first year of his engineering course at Melbourne University when he joined the Victorian Railways as a pupil engineer in 1924. Later, he took his Bachelor of Civil Engineering degree, with first-class honours.

His early engineering work was on bridge design in the Structure Division, such as new bridges for the widening of Racecourse Road, Flemington, and Mt. Alexander Road, Essendon. In 1933, he was transferred to the Superintending Engineer's Division (now Special Works) and assisted the engineer-in-charge of the Ararat-Glenorchy regrading and,

later, supervised reconditioning of suburban tracks. He also organized and prepared the handbook on the Department's Hallade track testing system.

In 1938, Mr. Reynolds became relieving district engineer, relieving in the Bendigo, Ballarat, Geelong and North-Eastern districts.

Four years later, he was transferred to Geelong as District Engineer. In 1949, Mr. Reynolds was appointed Metropolitan District Engineer, and Engineer of Special Works in 1952.

Prior to his appointment as Chief Civil Engineer, Mr. Reynolds made his first overseas trip, spending eight months investigating modern railway developments in England, the Continent, U.S.A. and Canada. On his return, he made reports and recommendations, and carried out investigation for the Operating Improvements Committee, to which he was appointed.

On becoming Chief Civil Engineer, in 1955, he introduced mechanization of track relaying, involving the purchase of modern track machines and relaying, during his term, over 1,200 miles of track.

This was the first mechanical development of this nature in Australia.

In 1959, he spent a further three months overseas investigating further developments in track mechanization.

In 1964, Mr. Reynolds, accompanied by the then Assistant Chief Traffic Manager (Mr. A. C. Brown), again visited Great Britain, Europe, North America and Japan, to study the design and operation of modern classification yards, with automatic switching and retarders, and the availability of the necessary specialized equipment for the modernization of Melbourne Yard.

Since 1957, Mr. Reynolds has been Chairman of the Inter-departmental Committee on Abolition of Level Crossings, in which capacity he has had a big hand in planning and building the many recent grade separation projects throughout the State, such as Hampshire Road, Sunshine, Melbourne Road, Newport, and Tuaggra Street, Maryborough.

Mr. Reynolds, in 1963, was appointed General President of the Victorian Railways Institute, having been a Commissioners' representative on the Council since 1958, and senior Vice-President of the Institute. In this capacity he has taken a keen interest in the wide variety of activities arranged by the Institute for the benefit of railwaymen.

Apart from his B.C.E. degree, Mr. Reynolds is a Member of the Institution of Civil Engineers, London, a Member of the Institution of Engineers, Australia, a Member of the Institute of Transport, and a Member of the American Railroad Engineering Association.

PAYING FOR PROGRESS

IN an address to the Melbourne Junior Chamber of Commerce, Mr. G. F. Brown, (who was then Deputy Chairman of Commissioners), told members about problems of urban transport that he observed during his recent tour of North America and Japan. *News Letter* readers were given a comprehensive account of the substance of this address in the September 1966 issue. However, since then, additional details concerning the financing of the solutions to North American and Japanese urban transport problems have been compiled from Mr. Brown's tour notes. They formed part of his address to the Junior Chamber of Commerce and a summary of them is given below for the interest of readers.

IN Mr. Brown's opening remarks, he stated that over the past 10 to 15 years there had been a growing realization in major countries throughout the world that highways and freeways alone cannot, and will not, solve the transportation problems of large urban areas. Instead it has come to be realized that the only feasible solution is for "rapid transit" to take up a major portion of the peak period traffic load. "Rapid transit", instead of seeking to wreck the city's heart, infuses new life and growth.

UNITED STATES OF AMERICA

Referring to the United States of America, Mr. Brown said: "The

United States Government, in acknowledging the need for 'rapid transit' development, is making financial assistance available, and will not consider subsidies for road networks until a fully co-ordinated scheme of road, rail, and bus services has been investigated".

Continuing, he explained that the United States Federal Government had passed an Urban Mass Transportation Act in 1964. The Act provided for \$375 million over a 3-year period (on a 2 for 1 basis with States) towards the development of "rapid transit" as part of a fully co-ordinated transportation system.

A continuing Act in 1966 provides for a further \$150 million in each of the years 1968 and 1969. When signing this Act, President Johnson said that the United States was

There is a simple but fundamental difference between "rapid transit" and "mass transit".

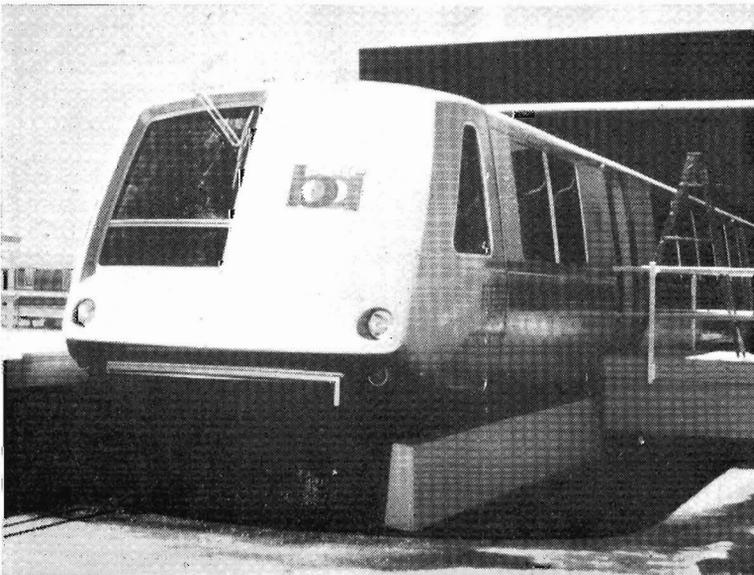
Mass transit may simply mean that a significant number of people are moved past a given point per unit of time. For example: a bus, as a unit of "mass transit", may carry up to 50 passengers past a given point in the same time as a private car would move only an average of, say, 1.5 to 2 persons. However, the bus is mingled with various assortments of private cars, trucks and transport vehicles—all travelling at speeds according to their loads, horsepower and manoeuvrability—and therefore cannot be any more rapid than the traffic with which it is mixed.

Rapid transit, unlike "mass transit", must have its own exclusive right-of-way. The term does not necessarily imply high speed, but it does and must mean separation from all other traffic. "Rapid transit" is economic only in areas of high density population close to large cities, and with an exclusive right-of-way, such as for railways, to assure mobility and scheduled departure and arrival times for the travelling public.

committed to better systems of getting its people to work and home again with speed, economy and comfort. The 1964 Act, he said, had affirmed the right of every man to reach his job in a reasonable time at a reasonable cost.

Features of the 1966 Urban Mass Transportation Act are:

- Matching grants to state and local public agencies, for two-thirds of the costs of planning, basic engineering, and designing mass transportation projects, and for technical studies needed in developing the transit improvement programme for an urban area.
- Grants to public agencies, to provide fellowships for up to one year's advanced schooling for persons employed in managerial, technical, and professional positions in the urban mass transportation field.
- Grants aggregating up to \$3 million a year to non-profit educational institutions, to assist in establishing or carrying on comprehensive research and



Mock up of carriage for San Francisco's Bay Area Rapid Transit District's scheme. (Photographs: A. J. Nicholson)

training programmes for urban transportation.

- The preparation of a programme of research, development, and demonstration of new systems of urban transportation; to be submitted to the President and Congress within 18 months by the Department of Housing and Urban Development.

Mr. Brown gave details of "rapid transit" projects for nine major United States cities. Among these were San Francisco and Washington.

SAN FRANCISCO

The task of developing and building a fully co-ordinated "rapid transit" system for the San Francisco Bay area has been vested in an authority known as the Bay Area Rapid Transit District (B.A.R.T.); it was created in 1957 by the government of the State of California.

Plans provide for the building of a "rapid transit" rail network of 75 miles, including 16 miles of subways and a 4-mile long underwater trans-bay tube.

Construction costs have been estimated at \$792 million, mostly provided by a general obligation bond issue, to be repaid over a 37-year period from property taxes levied uniformly throughout the three counties included in the B.A.R.T. District—Alameda, Contra Costa and San Francisco.

Accordingly, the typical bay area home owner paid a tax bill of approx. \$3.36 during the first year of construction. This amount has been estimated to increase annually over succeeding years to a peak of about \$27.00 in 1972 when the entire project is scheduled for completion.

Another \$133 million to build the trans-bay tube will come from surplus bay bridge automatic tolls; it is expected that the estimated \$71 million for rolling stock will be recouped from future revenues.

The taxpayers' burden may be eased, however, by capital grants from the Federal government, which recently announced a grant of \$13,100,000.

An interesting development in October 1966, was the decision by the voters of the Municipality of Berkeley in Alameda county to raise \$20½ million by bonds, to cover the cost of subway construction in lieu of the elevated structure proposed in the original plan. There are also indications that the City of Oakland may follow suit by letting voters decide whether they wish to pay the additional cost of a subway construction.

The Bay Area Rapid Transit District, in its desire to ensure that only the best possible equipment



Park'n Ride and Kiss'n Ride at Cleveland, U.S.A. At left is the parking area at West Park railway station, and at the right is the pick-up point where husbands returning from the city, wait for their wives to pick them up by car. (The forward journey is known as Kiss'n Ride.)

and engineering techniques were applied to its system, established the the B.A.R.T. test track and workshops at Diablo to test all types of rolling stock, track and control equipment.

The Federal Government in Washington, recognizing the need for a new approach to rail "rapid transit", approved a Federal grant of \$4,886,000 in 1963 to assist the Diablo facility; railway equipment manufacturers provide the technical staff. The facility has now become the major proving ground in America for new equipment, ideas and techniques developed by the various manufacturers.

WASHINGTON

A mass transportation survey in 1959 showed that, to avoid intolerable congestion in Washington, D.C., a substantial number of people must be carried into the city by new mass transit facilities, operating on grade-separated rights-of-way.

As a result, Congress, in 1960, established the National Capital Transportation Agency to prepare a transportation programme for the National Capital Region. A 24.9-mile surface and subway rail "rapid transit" system was recommended; it was authorized by Congress on September 8, 1965.

Extensive areas have been set aside for the transfer of bus passengers and for car parking because it is recognized that "rapid transit" rail cannot do an effective job of freeing the streets and highways of congestion unless it serves bus passengers and motorists alike.

A key feature of the system is the central subway that connects the main concentration of employment with the public buildings, and from

which all radial lines, and any future developments, will diverge.

The N.C.T.A. has the responsibility of building and operating the system, scheduled to commence operation by 1970.

Planning estimates indicate that \$431 million (excluding interest) will be required to construct and equip the system. The N.C.T.A. estimates that revenues will be sufficient to cover all operating expenses and to repay 65 per cent. of the cost of construction, equipment and financing. Thus, under the Agency's estimates, user charges will be sufficient to meet the bulk of the financial burden involved.

To start building the system, Congress has authorized grants of \$150 million (\$100 million Federal and \$50 million, District of Columbia funds). In the Agency's view, such a two-thirds/one-third sharing of the cost is equitable.

The remaining \$281 million capital funds, plus an additional \$52 million to cover interest charges during the construction period, will come from Agency revenues. The Agency proposes that the Federal and District of Columbia Governments should underwrite the bonds on a fully taxable basis, and that the ultimate responsibility for such underwriting be shared according to the two-thirds/one-third formula.

It is anticipated that all bonds will be repaid by the year 2010, when the system would be debt free, with adequate funds in a depreciation account to ensure the continuance of modern and efficient equipment and facilities.

Seven other cities, Los Angeles, Chicago, New York, Pittsburgh, Philadelphia, Cleveland, and Boston also had realistic "rapid transit"

plans. Federal grants, some already approved, would contribute to the financing of each project.

Mr. Brown also made reference to "rapid transit" planning in Canada and Japan.

CANADA

Montreal's underground, now in operation five years after its construction began in 1962, required an estimated capital of \$220 million. The money was raised by the City of Montreal, and repayments are assured by a tax on residents. Negotiations are taking place with suburban authorities for their agreement to make annual contributions on the ratio of their total property assessments against that of Montreal's. The City of Westmount (which has a terminal station on one of the underground's lines) agreed to contribute \$300,000 in 1965. The City of Longueuil has agreed to pay \$3,300,000 towards the extension of the line which comes within its boundaries.

Extension of Toronto's 7-mile underground railway will, in 1967, give that city 12 miles of subway. The present seven miles, costing \$67 million to build and equip, was financed by \$18 million surplus from bus operation during the war years and from the issue of bonds.

Responsibility for building and running the underground railway, and for the operation of bus services, is vested in the Toronto Transit Commission; formed when the City of Toronto and 21 suburban municipalities became a federation called the Municipality of Metropolitan Toronto. In 1964, the Metropolitan Council, recognizing the unusually heavy burden of subway construction, assumed responsibility for payment of 69.9 per cent of the bond debt then outstanding. Cost sharing of the subway extension is broadly on the basis of the Metropolitan Council providing all land, tunnels, basic station equipment, and the track base. The Transit Commission is responsible for everything else, from the laying of track to providing and running the trains. Money will be raised by provincial loans and public debentures. Overall costs for the extension are estimated at \$278 million.

JAPAN

Although the Japanese National Railways and private companies operate passenger services within the Tokyo area, the major portion of the "rapid transit" system is operated and controlled by the Teito Rapid Transit Authority. This authority was established by legislation as an

independent body, governed by a board of directors appointed by and responsible to the Minister of Transport.

Teito Rapid Transit Authority now operates 44.5 miles of railway of which 95 per cent is underground. It has at various stages of planning or construction a further 70 miles. Future extensions will add another 66 miles to the total. The overall cost of present and future extensions is estimated at 153,872 million yen (\$384,700,000). Finance is available by either government subsidy or loan funds where current budgets permit or by the issue of government guaranteed transit bonds, up to a value of 10 times the amount of the Authority's capital.

CONCLUSIONS

Mr. Brown concluded:

"While the examples given reveal a considerable diversity of approach, the idea underlying them all is that of a balanced transportation system—that is, a transportation system that recognizes the right of people to travel to and from the central city area by private car if they want to, yet provides alternative fast, economical and reliable public transport so that the number of people still choosing to travel by private car is within the capacity of a road system that does not threaten to choke the city to death.

"It is also clear that, in the search for such a system of public transport—providing the optimum combination of speed, comfort, safety, reliability, economy, and the ability to operate both on and under the ground—no satisfactory alternative

has yet been found to an electrified, duo-rail, fixed rail system.

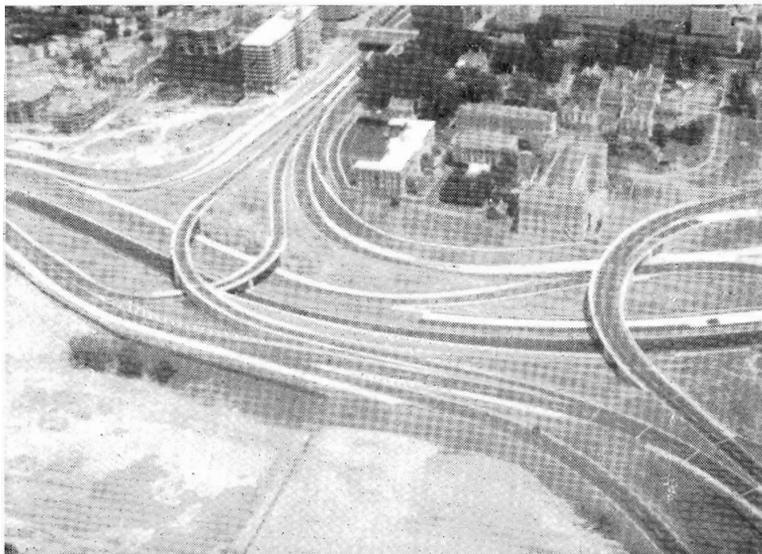
"When we relate these conclusions to Melbourne, we realize what wonderful opportunities we have here—if we have the good sense to exploit them.

"To some extent these opportunities (for example, our widespread suburban railway and tramway systems) are a legacy of the past. Our task here is positive—to develop these systems to their maximum potential; firstly, by putting in additional tracks, automatic signalling, and platform facilities necessary to provide the increased capacity which will be required, and by building the underground loop to serve the city business area.

"However, there is also a negative aspect to our opportunities in Melbourne, and that is the opportunity *not* to follow the well-worn path to "freeway frustration". The fact that we have not already done so is purely fortuitous—it is simply because we haven't been able to afford to.

"Professor Galbraith, a well-known American lecturer, recently stated that Australia follows the mistakes of the United States within 10 years. This applies today to the thoughts held by many in this country—that the answer to our transport problems is more roads.

"Nevertheless, I am sufficiently an optimist to retain the hope that we in Melbourne will not find it absolutely necessary to repeat other people's mistakes before reaching some degree of enlightenment, and insisting on our transport problems being tackled with some regard for the facts of life; or rather, our city's existence".

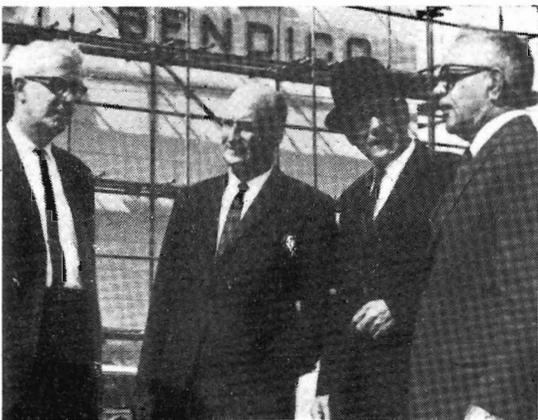


Picture shows a freeway complex in Washington, a city that now has a realistic rapid transit plan.



YARD MODEL A used by the Melbourne and Melbourne supervisory roads in the Melbourne of progress in the stage of the completed

CONTAINERS : Research and experiment that led to success have placed the Victorian Railways among the pioneers and leaders of container transport in this State. Latest Railways activity is their preparation for the coming boom in overseas container shipping. In this picture, Messrs. W. Parr, Rolling Stock Engineer (left), T. James, Chief Traffic Manager (centre), and A. Weeks, Chief Commercial Manager, use a special experimental container wagon model for discussion. Model containers, scaled to sizes of proposed overseas types, can be trial fitted to the model wagon. Designed by the Victorian Railways, the model wagon and its containers have also been used in discussions at Australian and New Zealand Railway Conferences.



AT BENDIGO : Standing in front of the new Bendigo station building, Mr. E. H. Brownbill, accompanied by Mr. W. O. Galletly, Chief Mechanical Engineer, says good-bye to Mr. J. McG. Seddon, District Superintendent, Bendigo (far left), and Mr. J. Smyth, Bendigo North Workshops Manager (second from right).



AT NEWPORT : Mr. Brownbill takes a last look at the underframe of an SFX wagon. With him (left to right) are Messrs. C. Bennett, sub-foreman; W. Chapman, Workshops Manager; S. F. Keane, Asst. C.M.E.; W. O. Galletly, C.M.E.; and S. Phillips, foreman.



STAFF Mr. G. F. presented and represented railway also



Among the visual aids for staff instruction in the department is this 34-ft. long model of the new rail freight yards. Here, Mr. A. C. Brown, Yard Operations Consultant, shows members of the Yard's staff a new grouping of the new yard. The model illustrates details of the yard's re-arrangement that will eventually include shunting equipment. As each major \$1-million dollar re-arrangement is completed, the model is amended accordingly.

OF NEWS



OWNER: At a farewell dinner, Mr. V. Winter, Member, holds a sporting gun and case that Mr. Brown, Chairman of Commissioners (centre), presented to Mr. Brownbill on behalf of railway staff representatives of industrial and other associated organizations at the gathering. Mr. Brownbill received a candelabra for his wife.



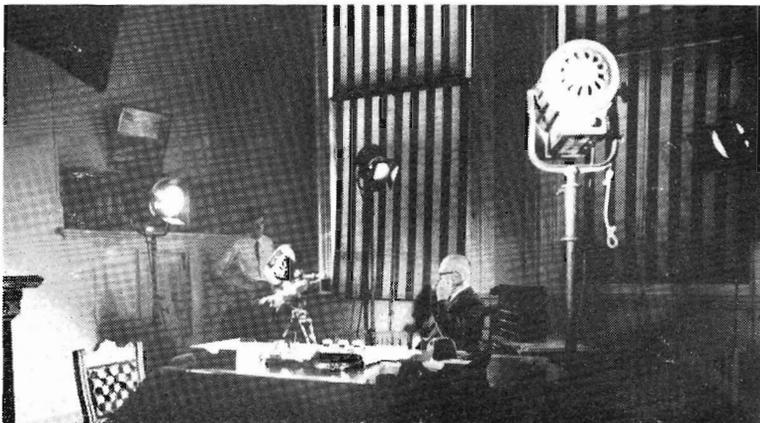
MR. BROWNBILL'S FAREWELL

Staff lined the main staircase at Head Office to farewell their retired Chairman of Commissioners when he walked down the stairs at the end of his last day of office. Accompanying Mr. Brownbill were the newly appointed Chairman of Commissioners, Mr. G. F. Brown, and Deputy Chairman of Commissioners, Mr. E. P. Rogan, and Mr. Brownbill's two sons, Dr. D. Brownbill and Mr. J. B. Brownbill. The event was covered by the metropolitan morning Press.

“GOING OUR WAY?” . . . and . . .

THE mercury moved mercilessly higher . . . 103 deg. . . 104 deg.; a wisp of wind managed to move the windmill a blade's width before expiring. Sweat welled on the brow of youthful Commercial Agent John Bell as he thumbed through the rates book with sheep breeder Mr. John Riddell on his property in the most appropriately named district of Melton.

Chairman of the Public Relations and Betterment Board, Harry Hauptmann, stirred a mob of ewes to move behind the two talking men. As they passed, a camera whirred into life—and another scene for the Department's employment film was *in the can*.



Secretary for Railways, Mr. Wils Walker, who started as a lad messenger, is seen in the film.

A 16 mm. colour film, produced by Crawford Productions, it includes many railway men and women as the story unfolds; it is titled *Going Our Way?*

Leavened with a sprinkling of humor, the film opens on a small boy at play—fighting battles with toy soldiers, sailing the seven seas with a plastic boat in his bath . . . and driving *Southern Aurora*.

The toy train dissolves to the real *Southern Aurora* as it thunders along Victoria's standard gauge track; the title of the film is superimposed. (See *News Letter*, page 7.)

Next scene shows the boy, now an adolescent, throwing his schoolbooks and cap into the air; his school-days are over, the world beckons, his future must be considered.

The lead is played by Geelong radio announcer Barry Casey; his girl friend by blonde Melbourne actress Nyree Aldous.

The film reveals that Barry has an interest in trains and, following a number of scenes of railway activities and railway people at work, Barry is seen being interviewed at the Railways' employment office. Then, in his new station assistant's uniform, he

is admired by office girls (see front cover).

The film follows him from the station assistant's class-room to his first station shot at Glen Waverley—where his duties are explained and carried out.

While on location at Glen Waverley, the Crawford Productions van attracted a group of youngsters who

could not be persuaded that a *Homicide* segment was not being filmed. When the filming was complete, they rushed up for autographs—of the cameramen.

The audience sees Barry climbing a signal; as he reaches the top the commentator states “You'll be starting at the bottom, but you can reach the top.”

A series of shots show Railway administrators who have done just that. They are followed by a number of scenes showing railway people in their different jobs—a Commercial Agent canvasses a wool consignment, a sleeping carriage conductor shows a woman passenger to her cabin, men string up the overhead, a gantry crane operator lifts a container, and so on.

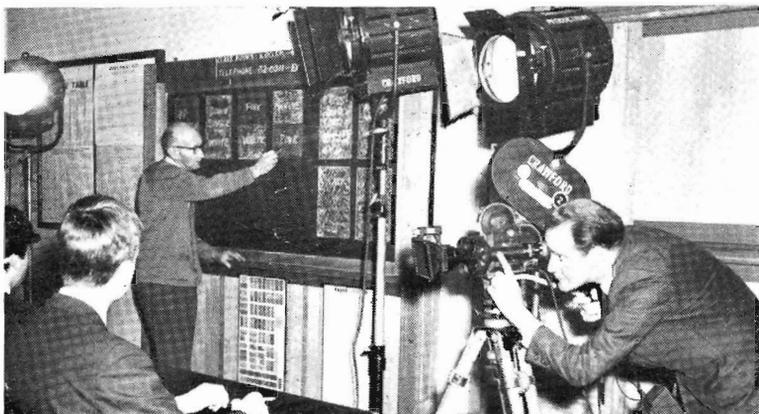
V.R.I. activities are included; the library (where Barry replaces *Lolita* on the shelf to borrow, instead, a book on Australia), football, tennis, cricket, fencing.

The commentator tells of benefits from superannuation, sick leave, free travel for the family . . . and the camera reveals an extremely large family joining a country train.

Trains are leaving, trains are arriving. There is activity and, amid it all, the camera picks up Barry and Nyree at Spencer Street. They race along the platform and scramble into their carriage. *Southern Aurora* pulls out.

As it leaves, the real train becomes the toy train again, the small boy is now wearing a station assistant's cap. The real *Southern Aurora* is again racing through the countryside as *The End* is superimposed.

Going Our Way? will be screened at career nights and schools to show young people the job opportunities and advancement avenues available in the Railways.



Crawford Productions Director/Cameraman, Chris Gallagher, focuses on Barry Casey in the station assistants' class.

"SWITCH ON!"



With a Harris Train speeding towards him at 35 m.p.h., actor John Roddick looks the other way as he strides towards the camera crew; watching from the platform is V.R. Public Relations man, Harry Hauptmann.

A second 16 mm. colour film also being made this year by the Department will replace the existing black and white film for training station assistants.

Imaginatively produced by Film House, it drives home its points with exaggeration and humor that should keep its viewer's attention unflinching on the screen and its message long remembered.

Two young Melbourne actors—Allan Moffat and John Roddick—play the parts of station assistants; Allan does everything right, John everything the wrong way.

For nearly a fortnight, Caulfield station's Platform 1 became a studio and location, where filming progressed to the delight of train travellers who eagerly watched proceedings from Platform 2.

Director Fred Schepisi, who was recently awarded a gold medal for one of his films, pulled no punches when it came to realism.

To emphasize the danger of crossing the pit without proper watchfulness, the director placed his camera crew in the pit on No. 3 road, directly opposite the step on Platform 1. As a special Harris Train thundered down No. 2 road, John waited his cue on Platform 1. A split second before the train reached the crossing spot—and into camera view—John jumped from the platform and, looking in the direction OPPOSITE to the approaching train, casually (what acting!) walked towards the camera; its view of John was dramatically cut off by the blur of the speeding train.

As the last carriage vanishes from the screen, John is seen as a shaking, grey-haired and wrinkled old man—thanks to the skill of Spanish wig-

maker and make-up artist Jose Perel. It was a very relieved Traffic Inspector J. Tate—he supervised all traffic arrangements and instructional procedures for both films—when he heard the director bark "Cut, print!"

Even the correct folding of a tarpaulin received the same detailed attention as the director called for a close-up of the *moving canvas*.

Most popular sequence—from the viewpoint of the watching peak-hour travellers on Platform 2—was the sweeping scene when John slipped on the banana peel he'd previously thrown on the platform. There was no acting when he stepped on the skin; the fall was so good the audience on the opposite platform burst into applause. A true showman, John picked himself up and made a majestic bow to his fans.

To stress the necessity of placing coins on a note when giving change, the wrong way sequences show the note whipped away by a gust of wind and being chased by the queue of passengers, who, having eventually retrieved it, race back to the station to have the barrier gate slammed in their face and to see their train go out.



What happens when a lady is being over-carried is shown by Allan Moffat; the umbrella-waving passenger is actress Barbara Brandon.

APPRECIATION...

Burnley

TRAVELLING from Croydon to Darling I had to change trains at Burnley. I asked the porter there, on which platform I had to get my next train. He said I must go down the ramp to get to the Glen Waverley train. Having a rather heavy case, and being no longer young, I was glad when he kindly said "I shall lift your case over the line to the platform". He refused a tip for doing this, saying it was part of his duty! Frankly I was amazed, and my faith in human nature was renewed. Would that there were more of his type in the world!

—(Miss) M. Whiteside, Hilda Street, East Malvern, writing to the Minister of Transport

Croydon

I feel that I must write and tell you of the excellent service we receive from the Croydon railway officials. We have many parcels freighted to Croydon, and always receive such wonderful and personal treatment. For this we are very grateful.

—Dorothy Atkinson, Main Road, Mt. Dandenong writing to the Commissioners

Auburn

I very seldom travel by train, which probably accounts for the fact that I left my brief case behind me when I alighted at Auburn yesterday on the 4.24 p.m. from Flinders Street to Box Hill.

I immediately reported this to the booking office at Auburn (the A.S.M. was on duty there) and he promised to phone down the line; suggesting that I should call back in the evening.

At about 7.30 p.m. I phoned Auburn station and was told that my brief case was waiting for me at that station, and I eventually recovered it early this morning with its contents intact. It had, in fact, been taken off the train by a railway employee at Box Hill, and returned immediately to Auburn station.

Through you I would like to pass on my appreciation of both the promptness of the employees involved, and the extreme courtesy which they showed to me.

You probably receive hundreds of letters of complaint, but very few expressing thanks!

—A. P. Horne, Chief Training Officer, Balm Paints Ltd., writing to Mr. E.P. Rogan

O.P.O. and Colac

I would like to take this opportunity to thank your staff at the Outwards Parcels Office, Spencer Street. I send a number of parcels during the year, and the staff are all most courteous. Also special mention to the Colac stationmaster and his staff—they are always so helpful and kind. . . (Mrs.) E. E. Hallifax, Burwood, writing to the Secretary

Greensborough

THE committee of the Cat Protection Society wish to place on record, their appreciation of the splendid co-operation and help given to our manageress and other staff at our hostel at Greensborough, by you, Mr. Clarkson, and others at your railway station.

The promptness of notification that the animals have arrived at their destination, and your kindness in attending to these cats and kittens, is really wonderful. . .

—Ursula Stranger, Hon Secretary and Treasurer, The Cat Protection Society of Victoria, writing to Stationmaster R. Gracie, Greensborough

Ballarat

PLEASE accept our thanks for the courteous assistance given by you and your staff during the arrival and departure of the aboriginal children on holiday here from Dimboola. Your co-operation helped greatly in the organization of the scheme, and was much appreciated.

—Stan McBride, Honorary Secretary, Aborigines Advancement League (Victoria), Ballarat Branch, writing to the Stationmaster, Ballarat.

Boy Scouts Corrobooree

ON behalf of the Boy Scouts Association (Victorian Branch)

I would like to thank you most sincerely for the tremendous help and co-operation we received from the Victorian Railways in connexion with the Australian Corrobooree in South Australia. We are most appreciative of all that was done for us, not only in the preliminary arrangements but also on the trip over and back. . .

—E.R.E. Black, The Boy Scouts Association (Victorian Branch), writing to the Chief Commercial Manager

Stony Point

JUST a note to tell you how kind the man in charge at Stony Point (I think he was the assistant stationmaster) and the crew of the Diesel train were to me yesterday, when owing to the idea (from the time-table on the station) that Stony Point and Mornington were on the same line, I caught the wrong train at Caulfield. They made me a cup of tea, and, after a lot of trouble managed to find someone to give me a lift to Mornington. They also rang my friends there to tell them what had happened. (Mrs. M. O'Donnell, Scott Street, South Caulfield, writing to the Commissioners

Caulfield

THIS is a note of appreciation to your station assistants for their courtesy to me when alighting from the South Gippsland trains at Caulfield on different occasions. I am an elderly woman, and the assistance with my luggage from the train to a taxi is really very nice. . .

—(Mrs.) E. L. Downie, Ardrrie Road, East Malvern, writing to the Stationmaster, Caulfield

Moonee Ponds

I wish to express my deepest thanks to you and your staff for the great kindness received this morning when I was suddenly taken ill. . .

—Garry Brown, Emu Parade, Jacana, writing to Stationmaster, Moonee Ponds

Goroke

THE Goroke branch of the Victorian Wheat and Woolgrowers Association wishes to thank the Victorian Railways, and staff at Goroke station for providing wagons for grain whenever possible during the recent harvest.

—L. J. Bailey, Hon. Secretary, writing to the Stationmaster, Goroke

Rushworth

ON behalf of the Colbinabbin branch of the Victorian Wheat and Woolgrowers Association, we wish to put on record the magnificent service rendered by Mr. M. J. Hearn during his term as stationmaster at Rushworth. The courteous and efficient way in which he carried out his duties is much appreciated by all rail users. . .

—Harry J. Barlow

HUMP YARD TENDERS

PLANNING of the re-arrangement scheme for the Melbourne Yard, incorporating hump shunting for the first time in Australia, has reached such an advanced stage that tenders have been invited for the supply of the vital specialized equipment required for its operation.

The cost of this highly sophisticated equipment will be approximately \$1½ m. The specification for the automatic equipment covered 40 foolscap pages and was accompanied by 30 plans.

Just as the Department was first in Australia with an electronic fully-transistorized centralized traffic control system for the standard gauge line, so it has another first in the field of automatic hump shunting.

The hump yard equipment for which tenders are now invited includes :

- an electronic load cell weighbridge to weigh wagons;
- automatic switching and retarder equipment.

Instead of having the conventional arrangement of beams and pivots, the electronic weighbridge scale will consist of a series of spans supported on compression load cells, the changes in which, under load, will be measured electrically and recorded in an adjacent cabin.

As wagons moving over the hump will be both 2-axle and 4-axle vehicles,

special detection equipment is required to determine the type of wagon, to ensure that weighing does not start until all the axles of the wagon are scale-borne. After the wagon has been scale-borne for the necessary time interval of about 1½ seconds, the load of the wagon will be printed out on a small tape.

Weighing in motion on the hump track means that it will no longer be necessary to divert wagons marked for weighing to a separate track from which they would have to be drawn to be weighed on the old-fashioned type of scales.

With the weighbridge on the hump track, it will mean that wagons to be weighed will pass over the scales while they are being sorted out to different destinations in the yard. It is estimated that the electronic weighbridge will save one day's delay to every wagon being weighed.

Automatic switching and retarder equipment is required for installation down the hump.

From the arrival yard, trains will be pushed up the hump, and the wagons, after being uncoupled at the crest, will roll down into one of the 32 sorting sidings.

Before a train is to be *humped*, a *cut list* will be prepared to show the siding into which each wagon is to be sorted. The *cut list* will be transferred to a tape and, by running

the tape through a tape reader, all the routes will be automatically set.

Seven sets of points between the crest of the hump and the sorting siding will need to be operated and this will be done automatically from the information on the tape. Each set of points will move to the proper side just ahead of each wagon. Retarders or brakes will be attached to the track down the hump to control the speed of wagons.

The speed of the wagons rolling down the hump will be measured in several places; firstly, to determine the *rollability* of the wagon—whether it is a fast or a slow runner—and, secondly, in the retarders to determine when sufficient retardation has been given. From the actual speed of the wagon entering the retarders, together with the *rollability* of the wagon, a computer will calculate the appropriate exit speed of the wagon from the retarder. When the wagon speed has been reduced to the computer's calculated figure, the retarder will open and release the wagon.

Modernization of the Melbourne Yard will provide not only a faster and improved freight service for rail users, but also a quicker turn-round of locomotives and rolling stock. It will also undoubtedly achieve very considerable savings in operating costs, which will more than justify the initial capital cost involved.

'STERN ACTION NEEDED'

(From "The Australian")

THE time is long overdue for stern action to be taken against road-transport operators.

Scarcely a day passes without a tragedy involving a heavy transport: in some cases a whole family is wiped out, and rarely is any action taken against the driver or company operating the vehicle.

Every rule of the road is treated with contempt.

These huge vehicles are driven at excessive speeds (anything up to 75 m.p.h., I have observed); they are often grossly overloaded and loads not made secure or loaded evenly; seldom is any courtesy extended to other users of the road.

Trucks often travel in convoy with little distance between vehicles; and it is now common knowledge that most drivers are consuming large quantities of the amphetamine group of drugs.

Road-transport companies have pirated their way on to the roads under cover of Section 92 of the con-

stitution, and have demonstrated a complete disregard for the lives and safety of all persons, whether their own drivers or other road users.

These remarks, in my experience, apply equally well to companies operating transport trucks or buses.

It is high time that road transport was restored to its original and correct role, namely that of local delivery or as a feeder service to the railways.

Dangerous incidents are happening all the time. Truck and bus operators should be forced by legislation to restrict their speeds to a maximum of 30-40 m.p.h., by fitting governors to their vehicles.

Heavy vehicles should be completely banned from the highways between midnight on Fridays and midnight on Sundays so that the family man, for whom the roads were intended in the first place, may be able to enjoy his week-end outings with his family.

Drivers should be restricted to a maximum period of driving of six

to eight hours each 24 hours; relief drivers should be provided at regular intervals along the route; greater efforts should be made by governments to encourage road-rail co-ordination in all areas and for all goods and freight; and, finally, private citizens should be encouraged to report all breaches of the traffic rules by trucks and buses.

Legislation should also be introduced to simplify the institution of legal action against such truckies based upon these reports.

Operators of road transport have had too much of a good thing for too long, and it's time the party was brought to a close.

Perhaps if these things are done we may then be able to venture on to the roads with less fear and trembling than we now do, and a somewhat greater chance of survival.

—(Letter to the Editor of "The Australian" from Dr. John A. Comerford, Lutwyche Road, Woolloowin, Queensland)

From Vietnam

NATIONAL Serviceman Private Graham Vibert, on army convalescent leave, called at Traralgon recently to see his railway workmates. Graham was a senior fireman at Traralgon Loco. before entering national service training. He was wounded in February when, in a forward platoon with A. Company, 6th Battalion, he took part in the second largest battle fought up to that time in Vietnam by Australian forces.



Pt. Vibert

1927 apprentices to meet

THE 1927 V.R. apprentices reunion dinner is definitely on. It will be held at the railways Princes Gate restaurant, Princes Bridge station, on Friday, May 26, at 6.30 p.m. Conveners of the function are very pleased with the response to their invitation in *March News Letter*. More than 70 former apprentices have indicated their interest and the invitation is still open for any others from the 1927 intake to attend the dinner. Inquiries will be welcomed by the reunion secretary, Mr. F. Hunt, Newport Workshops, 'phone auto. 1131 extension 33, or 391.3876.

Gardening expert

THE garden of Bealiba's Assistant Stationmaster F. Kupke is the pride of the town. Last year, he was awarded a first prize for the most improved garden in the Maryborough district. When not gardening, Mr. Kupke is busy with his collection of postage stamps.

Before transferring to Bealiba, in 1962, Mr. Kupke was stationed at Macorna, Kangaroo Flat, and Healesville.



Mr. Kupke

WELDING of rail joints was first applied in Victoria in 1931-32, in the suburban area. Welding was done on site by the Thermit system, and rails of 110, 100 and 90 lb. were joined into 225-ft. lengths.

Senior S.M. retires

MR. B. F. Donovan, the senior stationmaster at Spencer Street, retired in April after 49 years service that covered nearly every district in the State, and culminated in the top position in his grade. He joined the Department as a junior clerk at Camperdown in 1918 and then gained experience in clerical positions at Warrnambool, Port Fairy, Wahgunyah, Shepparton and Lilydale. In 1930 he became assistant stationmaster at Ballarat

East. He was promoted to Stationmaster at Walpeup in 1934. This was followed by further promotions to stations at Dookie, Bungaree, Noojee, Yarra Junction, Serviceton, Wallan, Donald, Dimboola, Horsham and then Spencer Street, in 1956. Mr. Donovan plans to make inland fishing a prominent activity for his retirement. He does not claim to be a scientific angler and will be content with whatever type of fish that takes his bait. Fishing, he says, also gives him the chance to be in the bush, an atmosphere he likes best.



On behalf of Spencer Street station staff and friends, Mr. E. Black, Assistant Chief Traffic Manager, (right), presents Mr. B. F. Donovan, retiring senior stationmaster (centre), with a fishing rod and reel, and an electric shaver. Mr. Donovan also received a wristlet watch for his wife. At left is Mr. J. Symons, clerk, Spencer Street who acted as presentation committee chairman.

At Gisborne



Gang No. 6 prepares to lift a section of track at Gisborne. (From left) Repairers E. Shannon, F. McKim, P. Pilch, and Ganger C. Pegg. The gang maintains the track between Riddell and Macedon.

V.R. national servicemen

AT present there are 190 Victorian railwaymen in the Australian Military Forces undergoing national service training. For some time, arrangements have been made for posting copies of *News Letter* to each of these servicemen to keep them in touch with railway events and the activities of work-mates. Our problem has been to know the current army address of all such members of staff. Consequently, *News Letter* would like to be kept notified from time to time of each railwayman's army number and unit address, or be informed by any reader if a railwayman in national service is not receiving his copies.

The first releases of national servicemen, on leave from the Department and who have completed their two years training, are due to take place next month. Those approaching release are urged to contact the Head Office staff office of their Branches; preferably about two months before release date. This would enable servicemen to indicate details of their desires for employment on resuming railway service and to have early advice from their Branches as to what arrangements can be made. Alternatively, servicemen may write to the Secretary for Railways, Room 100, Railways Administrative Buildings, Spencer Street, Melbourne.

Also, as railwaymen in national service, who are V.R.I. members, are honorary members of the Institute for the whole of their training period, the General Secretary of the V.R.I. would like to hear from those approaching release so that arrangements can be made for such servicemen to resume normal membership.

News Letter readers could assist by making this known to relatives or friends in national service.

Your *News Letter*

IT seems that a number of readers who don't keep their *News Letters* pass them on, after reading, to friends. This is quite a good idea, as many people are interested in railways and enjoy reading about them. Rather than throw an old *News Letter* away, why not give it away?

NEWS LETTER REGRETS

TO RECORD THE FOLLOWING
DEATHS

WAY AND WORKS BRANCH
Drew, T. B., Head Office

ELECTRICAL ENGINEERING
BRANCH

Byrne, M. D., Overhead Division
Ross, H. R., Lighting & Power Division

RECENT RETIREMENTS...

ROLLING STOCK BRANCH

Fawcett, W. G., Ballarat North
Sellars, H. G., Jolimont
Hay, H. R. T., South Dynon
Cerra, V., North Melbourne
Flanagan, J., North Melbourne
McManus, H., Shelter Shed
Dalton, S. E., Bendigo
Kirk, A. A., Newport
Stewart, R. E., Jolimont
Larkin, J. B., Newport
Lohse, F. W., Ballarat North
Sheargold, J. H., Newport
Dawkins, A. E., South Dynon
McGee, A. A., Jolimont
Stabler, R., Newport
Stewart, H. M., Newport
Stevens, L., Jolimont
Stacey, T. J., Newport
Matthews, A. W., Echuca
Linehan, M., Ballarat North
Lambie, H., E. R. Depot
Knight, T. S., South Dynon
Calway, H. J., Newport
Aspenall, C. R., Maryborough
O'Brien, C. W., Newport

TRAFFIC BRANCH

Eldridge, A., Gheringhap
Hyde, L. F., Ripponlea
McDermott, E. C., Reservation Bureau
Donovan, B. F., Spencer Street
Purcell, T., C/- Metro.
Keamy, H., Melbourne Goods
Follan, J., Melbourne Goods
Simmons, L. J., Caulfield
Brady, H. R., Head Office
Raso, V., Flinders Street
Quinn, W. F., Warrnambool
Morley, (Mrs.), V. M., Murrumbidgee
Kavanagh, E. M., Melbourne Goods

WAY AND WORKS BRANCH

Irving, C. P., Warragul
O'Reilly, L. M., Spotswood
Robinson, C. F., Laurens Street
Muir, A. S., S. & T. North Melbourne
Hall, R. F. W., Ironworks
Reid, T., Spotswood
Canty, W. H., Seymour
Davidson, G., Ouyen
Gallo, F., Spotswood
Malberg, S. C., Shepparton
Lott, T. W., Laurens Street
O'Bryan, T. G., Benalla
Park, W., Warrnambool
Ollington, L. P., Bendigo
Higginbotham, A. M., T & T Laurens St.
Norris, H. C., Warragul
Eyre, L. W., Special Works
Markuzov, B., Newport
Karras, V., Power Sig. Const.
O'Keefe, D. W. H., Mech. Const.
Hawryluk, M., Warragul
Wilson, J. R., Laurens Street

STORES BRANCH

Dimos, V. C., Spotswood
Sciuto, M., Newport Workshops
Collins, L., North Melb. Workshops

REFRESHMENT SERVICES

Malicz (Mrs.), K., Spencer Street
Wood (Miss), I. A., Flinders Street
Danahay, W. J., Warragul

ELECTRICAL ENGINEERING BRANCH

Cookesley, A. W., Distribution Division
Maslin, P. S., Head Office
Osbourne, H. G., Testing Division
Twyford, T., Lighting & Power Division
Watson, S. S., Head Office
Young, R. A., Overhead Division

ACCOUNTANCY BRANCH

White, A. O., Head Office
Leahy, K. A., Head Office



Bowls

THE first official bowls match between the Australian Postal Institute and V.R.I. was held at the Middle Park Club's green, on Wednesday, April 5. Two games of 18 ends each were played, the first commencing at 10 a.m. and the second at 1.45 p.m.; each Institute was represented by 20 players. Although heavy rain fell during the night, play got under way at the programmed time.

It quickly became evident that the Postal boys had adapted their play to heavy conditions and that our fellows would have to lift their game to make a match of it. After five ends, Postal led us 33 to 16. At the 10-end mark they increased their lead 60 to 30, and at 15 ends it was obvious that we were to be easily defeated when the score stood at 81 to 45 in Postal's favor. The last three ends of this game were our best for the morning when we managed to score 20 points to our opponents' 11, but we still lost by 27 points at the final score of 92 to 65.

By the time the afternoon game began it was noticeable that the green had dried out considerably and our players were pretty confident of giving a much better account of themselves than they had in the morning. However, the bowlers from A.P.I. had different ideas and again adapted themselves to conditions much better and quicker than we did. They went to the front immediately. The scores were much the same as in the morning; at five ends they led 33 to 12; 10 ends, 54 to 30; 15 ends, 75 to 53; and at the 18th and final end, 90 to 63. The consistent postal team won again by 27 points, to take away the Perpetual Trophy, by 182 to 128.

At the official luncheon we were cordially welcomed by Mr. A. S. Stephens (Aust. Director, Telecommunications Div., P.M.G.'s Dept.), ably supported by Mr. H. Singleton (President, A.P.I.). Mr. E. P. Rogan (Commissioner) and Mr. L. A. Reynolds (General President, V.R.I.) responded on behalf of the V.R.I.

team—incidentally Mr. Rogan was a member of our only winning rink in the morning match. At the conclusion of play the losing captain, our Harry Watts, was asked to present the trophy to the A.P.I. Captain, Val Wagner.

We congratulate our hosts for the day, A.P.I., on their very fine win and their wonderful hospitality, and I am sure that everybody who was present thoroughly enjoyed themselves. No doubt this will become an important annual fixture in the sporting programmes of both Institutes.

Country Tennis Week

Although the number of entries was disappointing, sufficient were received to stage the 1967 Country Tennis Week. It was good to see this tournament revived after a lapse of two years.

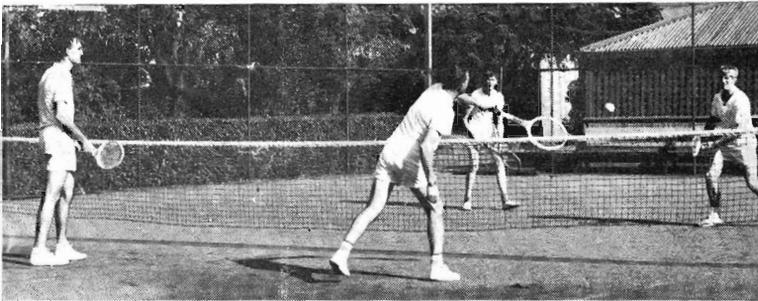
Six teams (Ballarat, Benalla, Geelong, Ouyen, Stawell and Sunshine) competed for the Donald MacIntosh Cup and the V.F. Trainor Trophy, which after an interesting series of matches were eventually won by Benalla. They went through the series without a defeat although they had some narrow escapes—particularly against Sunshine, whom they just managed to beat by the close margin of four games.

Benalla was represented by Les Cooke (Capt.), Phil Jarvis, Tom Fitzgerald and Hugh Hamilton. I'm sure Peter Hale, Benalla V.R.I. Secretary, will be able to find a prominent place in his show case for both the Cup and the Trainor Trophy.

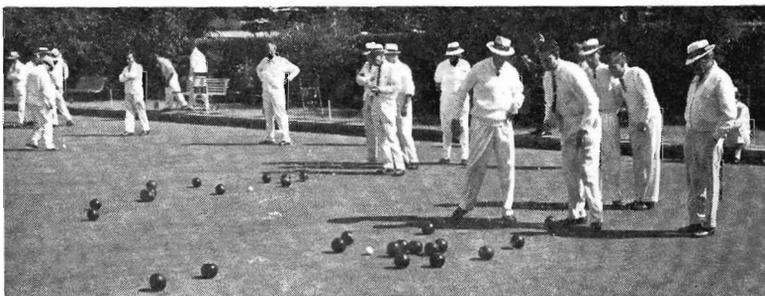
Three individual events were also staged during the week, the railways singles championship, the open singles championship and open doubles championship. Both the railways and the open singles championships were won by Bruce Pearce of Sunshine, who, with a consistent display of power serving, defeated Tom Fitzgerald of Wodonga 6—1, 6—2, in the railway singles and Noel Clarke of Stawell, 6—3, 6—5, in the open singles.

The doubles final produced some great tennis and, from a spectators point of view, was most entertaining. The Benalla boys, in the persons of Les Cooke and Hugh Hamilton, took home another trophy when they defeated the Sunshine pair, Bruce Pearce and John Breszell, 6—5, 2—6, 6—2.

One of the features of the week was the visit paid us by four players under the captaincy of Jim Carroll, representing the Australian Postal Institute. Although they beat us 4 matches to 2, the tennis was of a particularly good standard and most games were close. We were rep-



Vigorous net play was a feature of the doubles match between Ballarat and Benalla during V.R.I. country week tennis at the Royal Park courts. T. Fitzgerald and H. Hamilton, Benalla (foreground) defeated J. Wakeling and L. Reineits, Ballarat.



At Middle Park Club's green, rinks from A.P.I. and V.R.I. wait for the last bowls that would decide the winners of the ends.

resented by Bruce Pearce (Sunshine), Les Cooke, (Benalla), Daryl Bursill (Ouyen) and John Wakeling (Ballarat) in the singles, and by Les Cooke, Hugh Hamilton (Benalla) Bruce Pearce and John Breszell (Sunshine) in the doubles. It is hoped that this game will become an annual fixture and another of the sports we play against our friends (!) in the Post Office.

Country bowls

IT would appear from news that has reached me in the last few days that railwaymen in country areas are making their presence felt in their various clubs. Down Morwell way, the clubs singles championship was an all-railway affair, when Arthur Cron, at his first attempt, defeated Norm Bear for the title. Up Ballarat way, Ray Laycock finished up club champion, Champion of Champions, and was the most successful skipper in A.I. division. Stan Williams also won his club championship as well as taking out the Memorial and Penfold's Cups. Ray Judd and his partner won the Ballarat Regional Bowling Association pairs championship.

A couple of our retired men also made news with Andy Polson winning his club championship for the ninth time, and his old mate Mat Wallis being runner up in the same event. Andy also won the Veterans Handicap Singles conducted by the B.R.B.A.

S.A. v Vic. Billiards

THIS tournament was played in Melbourne from March 12 to 18. The Dunkling Challenge Bowl for the teams championship was won by Victoria. J. McKain (Victoria) had easy wins in both the individual billiards championship (H.G. Rosevear Trophy) and the individual snooker championship (G. E. Linacre Trophy) and K. Dunne (also of Victoria) was runner-up in both events.

The South Australian team was met and welcomed at Spencer Street by Mr. M. McKenzie (Senior Vice President) and Mr. F. M. Mitchell (General Secretary).

At a farewell dinner held at the Princes Gate Restaurant on Friday, March 17, trophies won during the week were presented by Mr. W. Walker (Secretary for Railways), representing the Commissioners, and Messrs. McKenzie and Mitchell.

The visitors left for home next day. We sincerely hope that our South Australian friends had an enjoyable week with us, and that these contests continue for many years to come.

I would like to pay a special compliment to the manageress and staff of the Princes Gate Restaurant for the magnificent repast they provided on the presentation night. If this was a fair sample of their wares—and I believe it was—then we railwaymen should patronize this restaurant far more than we do.

VICTORIAN RAILWAYS

NEWS LETTER

JUNE

VR

1967



Football fixtures card

Letters have been received from the Preston and Waverley football clubs congratulating the Department on bringing out V.F.A. fixture cards. In February, the Department produced and distributed both League and Association fixture cards. As well as the fixtures, the cards showed how-to-get-there information, and interesting facts about club history.

White knuckle travel

U.S. comedian Stan Freberg startled advertising circles, and the public, when he engineered a promotional campaign for Pacific Air Lines, on the basis that most air travellers are frightened of flying. "Hey there! You with sweat in your palms", read his first headline.

Do air travellers really clench their fists so tight with tension that their knuckles go white? Melbourne's "Sun" questioned six travellers at Essendon, found five were indeed apprehensive. The Department quickly followed up the revelation with this simple, direct-sell Press advertisement in Melbourne's three daily papers.

GET
WHITE KNUCKLES
WHEN YOU TRAVEL?

THEN WHY NOT **TRY THE TRAIN**
AND GO-RAILAXED

FRONT COVER

Driver—artist: Driver Stan Kelly, of Ararat, is at work on one of his paintings of eucalypts. For 20 years, Mr. Kelly has been painting in watercolour the flowers, leaves and buds of eucalypts. Already he has done 250 paintings—nearly half the total number of varieties—and hopes to complete the remainder. Mr. Kelly's work has attracted wide attention; he published a book—*Forty Australian Eucalypts*—in 1949, and has exhibited at the Adelaide Festival of Arts. Although he has personally collected many specimens, he must rely on receiving others from those who study the trees and are interested in his work. Mr. Kelly has also painted many Grampians wildflowers.

Spencer Street Subway

NEARLY 50,000 glazed wall tiles, 3,400 acoustic ceiling tiles, 1,300 square feet of ribbed metal, and 118 fluorescent light fittings will be used to complete the Spencer Street rail terminal subway that serves interstate, country and metropolitan electric train platforms. Work on the subway is expected to be finished by the end of this month. Acoustic tiles are being used on the ceiling, immediately under platforms, to absorb noise. When the work is finished, the subway will have a bright modern appearance, to add to the existing amenities for train travellers.

The subway has been designed as a self-contained unit to give passengers easy access between trains and Spencer Street and, at the same time, provide adjacent booking offices and convenient services such as a train information directory, refreshments, luggage lockers, telephones, a male hair-dressing saloon, waiting room including toilets and shower-room, boot-repair, florist, dry-cleaning and chemist shops, and a bank.

Cash to the country

THE \$78 million paid out in wages by the Victorian Railways during the financial year 1965-66, kept cash registers ringing, not only in the cities, but also in many country towns. With its decentralized staff, this meant spending power at hundreds of places throughout the country. For instance, at 22 country centres alone, the railways paid during the year, a total of about \$12 million in wages. Then there is the money paid for stores and materials—\$24 million in the 1965-66 financial year. All told, railway spending contributes over \$100 million a year to the prosperity of Victoria; and a good deal of the spending is in the country.

Omission interesting

WHEN *The Age* published a 4-column picture of a mangled car on May 20, under the heading "2 hurt as train hits", it didn't tell its readers that, to collide with the train at Blackburn Road level crossing, Blackburn, the car had to crash through a closed level crossing gate.

The omission of this information was interesting, in view of the outcry about the need to provide protection at level crossings, so often printed in Victorian papers. The A.B.C. News, on the other hand, did report that the car went through the gate.

NEW MINISTER



IN the cabinet re-shuffle that followed April's State election, the Minister of Labour and Industry (Hon. Vernon Wilcox, M.P.) became the Minister of Transport.

Senior member in the legal firm of Hall and Wilcox, our new Minister has represented the Camberwell electorate for 11 years and has been in Cabinet since 1964. He is a keen sportsman, having played District Cricket for University and Richmond. Nowadays he finds relaxation on his farm, near Alexandra.

A regular reader of *News Letter*, Mr. Wilcox is enthusiastic about his new responsibilities.

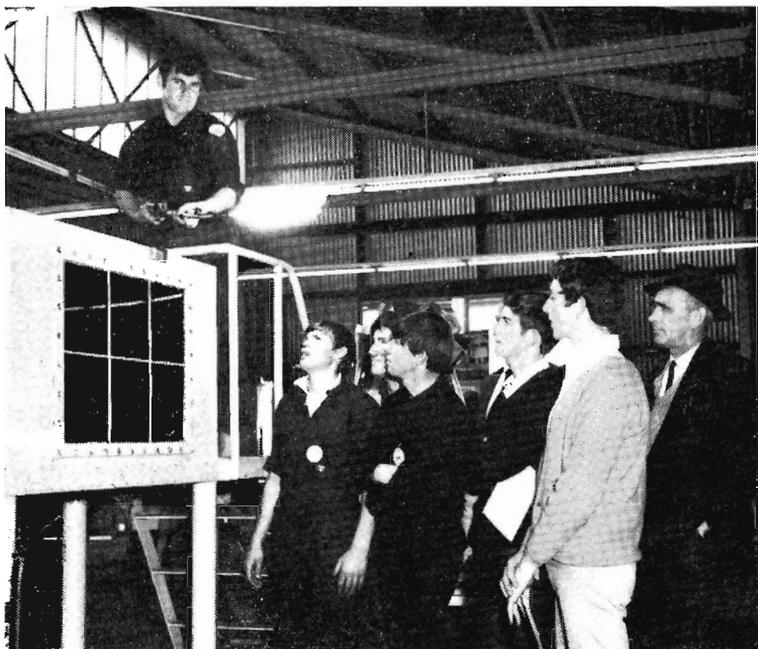
"I did not have to become Minister of Transport to appreciate the importance of railways in a modern community.

"Although my overall duties go far beyond rail transport, I look forward to working with those in the Railways in the general interest of the whole community.

"Any organization or service is only as good as the people in it and I hope that, during my term of office, I can work with all concerned to build on the good aspects of the railway tradition."

APPRENTICESHIP WEEK

V.R. DISPLAYS DRAW CROWDS



Underwater cutting of steel plate is about to be demonstrated by Apprentice Boilermaker Allan Rees.



Paying his first official visit as Chairman of Commissioners to the V.R. Technical College, Mr. G. F. Brown watches Apprentice Boilermaker Grant Bovell oxy-propane cut steel plate.



Craftsmanship of the carpenter is shown by Apprentice John Ashton as he squares the leg of a welder's stool.



Apprentice Upholsterer John Coleman is at work on a van back. He received an honourable mention certificate for a group project at Prahran Technical School.

AS usual, the Department's main contribution to Apprenticeship Week—the 3-day display at the V.R. Technical College and Newport Workshops' Manual Training Centres—provided one of the most interesting events of its kind during the week. The wide variety of railway work—by 26 different trades—resulted in a display that was almost a complete cross-section of modern industry. And skills that were revealed ranged from the age-old and exacting craftsmanship of the joiner to the complexity of the work done in today's electrical trades. The quality of the exhibits and the enthusiasm of the young demonstrators spoke volumes for the instruction given to railway apprentices.

The hours during which the Newport display was open—9 a.m. to 5 p.m. and 6.30 p.m. to 9 p.m.—facilitated visits by parents of apprentices, and others who might be considering such a career for their lads.

Those who have not seen this annual display should make a point of visiting it next year; it's both rewarding and interesting—even if there's no potential apprentice in the family.

Over 3,500 visitors attended the display—1,000 more than last year. As well as groups from technical

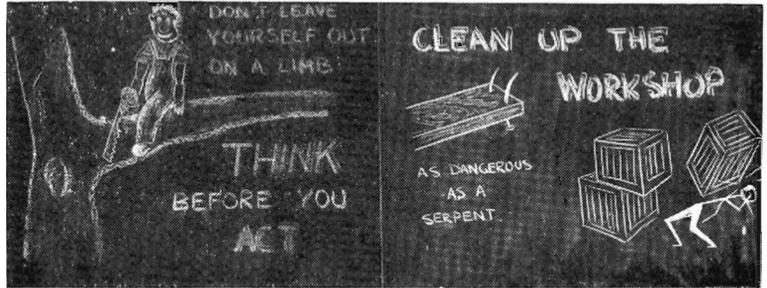


Students from Footscray Technical College listen to Apprentice Electrical Fitter John Semple as he explains the operation of a mobile radio. This radio, which is fitted to V.R. road vehicles by apprentices, enables the operator to converse from his vehicle to any telephone on the V.R. system.



(Top right) Apprentices from Bendigo Workshops watch Apprentice Antonio Falvo demonstrate drilling of a bore for ball and socket.

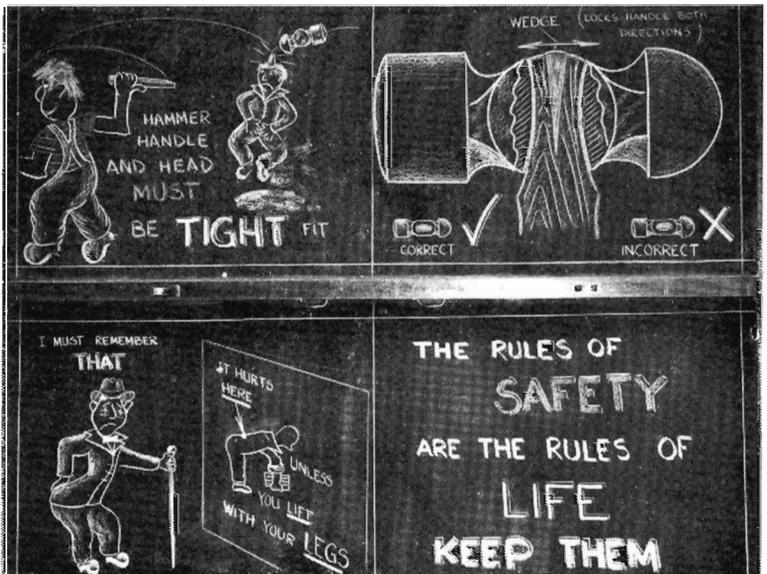
(Right) Teaching of safety begins right at the outset of a railway apprentice's career, as these blackboard cartoons indicate. They were some of those done by Mr. K. Stanley, senior teacher at the College.



schools and railway centres, they included members of the Advisory Council on Technical Education, municipal leaders, and representatives from the Naval Dockyard, the United States Navy, State Electricity Commission, and large industrial organizations. Appreciation of the excellence of the display and the keenness of students was freely expressed by the visitors, whose feelings are perhaps best summarized in the letter received by Mr. J. Kain, V.R. Technical College Principal, from Mr. H. Ely, Principal of the Broadmeadows Technical School, who wrote :

" Please accept our grateful thanks for a most enjoyable and informative day. The courteous manner in which we were received, both by members of your staff and your students, was very much appreciated. The patience exercised in explaining repeatedly the many complicated exhibits, and the organization behind the tour guiding was splendid. Many of our students expressed their desire to be a part of a team that could attain and show such a pride in craftsmanship "

During Apprenticeship Week there were also other V.R. displays—with the theme of *Trained Tradesmen*—in the Lower Melbourne Town Hall, the Victorian Government Tourist Bureau in Collins Street, and shopping centres at Bendigo and Geelong.



CONTAINERIZATION

and the V.R.

THE introduction of containers to shipping will, experts agree, effect a transport revolution. In an address to the Melbourne Junior Chamber of Commerce, Mr. H. D. Chandler, Deputy Chief Commercial Manager, discussed the capacity of the Department to meet the demands of this new development. The address is summarized below.

MANY years experience of container handling, in conjunction with the New South Wales and South Australian Railways, and sea-wise by Bass Strait ferry service, have placed the Victorian Railways in an extremely good position to fill an important role in the growing containerization transport technique—handling bulk freight in containers for carriage by sea.

The Victorian Railways already have freight handling facilities and rolling stock capable of meeting any known requirements, and no difficulty is expected in modifying existing equipment, or even designing new rolling stock and providing facilities to cater specially for the overseas container traffic. To build new special container wagons requires both time and capital. It is, therefore, imperative that, irrespective of land transport used, some early indication be given of the types and quantity of goods to be containerized, and the expansion rate of container traffic.

Rail co-ordination with road and ferry services is regular practice, and any extension to include overseas containers would be little more than "a run of the road exercise". Even at this early stage of containerization, Australian railways generally can say with some confidence "if a product can be containerized, we can carry it".

Road-rail-sea

Perhaps the most spectacular and interesting use of containers has been with dry and refrigerated cargoes between Tasmania and Melbourne, Sydney, Brisbane and Adelaide, involving sometimes a succession of movements—road-rail-sea-road-rail-road.

Road transport undertakes the short haul at terminals from the producer to railhead in Tasmania, from ship to railhead in Melbourne, and from railhead to the consignee at the destination point. The railways do the long hauls both in Tasmania and between the mainland

capitals. Two sizes of containers are used in this operation—14ft. 5 in. for dry goods and 16 ft. 8 in. for refrigerated and deep-frozen products.

During the nine months to June 30, 1966, no less than 2,111 container loads were sent from Tasmania (for destinations other than Melbourne) and were railed to the various interstate delivery points. In the same period, 7,840 containers were handled by the rail-ferry service into Melbourne.

Railway history was made in January last, when the first full train load of Tasmanian freight reached Sydney. The movement consisted of 12 refrigerated containers of frozen vegetables and 30 "rail-roads" of potatoes. The freight was shipped from Devonport to Melbourne, taken by road transport to Dynon goods yard and loaded on to a train bound for Sydney on the standard gauge railway.

The train of 900 tons gross weight travelled at express speed for an overnight delivery to the Sydney markets. The movement of Tasmanian freight to the mainland States, using rail, road and sea transport, is now a routine operation.

First containers, 1952

Railways of Australia entered the field of containerization in 1952 when 7-ft. units were introduced between Sydney and Adelaide, via Broken Hill. Break-of-gauge problems associated with the journey, involving as they did transfers at three points en route, gave to the L.C.L. (less than car load) container an advantage which hitherto had not applied in rail transport.

Break-of-gauge at Albury presented a similar problem and, late in 1952, the first LCL's went into service between Melbourne and Sydney, the Victorian and New South Wales Railways having 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 six tons, without increasing the tare weight of 19 cwt.



Mr. Chandler

Specially designed flat wagons, each holding three L.C.L.'s, were concurrently brought into service. At that time they were 4-wheel vehicles with restricted speeds. The extra tare weight of the containers was offset by the much lower tare weight of the wagons, compared with conventional sided wagons. Previously, transfer of general goods at break-of-gauge points was by hand, and the unit saving from the innovation was appreciable. Secondary advantages flowed from reduction of exposure to damage and pilfering.

Early success of the container system encouraged freighters and others to enter the container field, and the Victorian Railways now have operating a wide variety of units, the lengths being approximately 7 ft., 8 ft., 14 ft. 5 in., 16 ft. 8 in., 20 ft., and 21 ft. 10 in. Special flat bogie vehicles, capable of high speed running, and 44 ft. long, can now carry six 7-ft. containers; three 14 ft. 5 in.; two 21 ft. 10 in.; or a combination of these.

Products railed in bulk containers include brewers' malt, liquids such as whisky and gin (in special stainless steel containers, from Melbourne to Sydney) glucose, yeast, vegetable oils and tallow, carbon black and general merchandise.

Ordinary wagons enable the railways to meet surges of traffic beyond the capacity of the special fleet. The additional tare weight is more than offset by the saving of capital cost for special flat vehicles which would be used only intermittently.

Flexibility

Such flexibility enables the railways to meet the sudden and sometimes concentrated transport demands of different sections of industry. Unfortunately, not all transport media face up to their responsibilities in this regard, but those who do, are in effect providing stand-by

capital for the whole transport industry.

In keeping with railway versatility, deep-frozen products in 14-ft. containers with refrigerator motors, equipped with thermostats to control temperatures have moved regularly between the State capital cities.

Since the Canberra conference convened by the Minister for Trade and Industry (Mr. McEwen) in May last year to discuss containerization and all its implications, much research and inquiry has been undertaken by all parties into this new but yet old concept of traffic handling; actually containers and containerization are as old as commerce itself.

Precise and detailed information is not yet available, but it is known that the Melbourne Harbor Trust has started to build container berths at Coode Island, adjacent to Appleton Dock, and it is understood that they will be served by road and rail.

Overseas Containers Ltd. has decided on containers 20 ft. x 8 ft. x 8 ft. and 40 ft. x 8 ft. x 8 ft., conforming to I.S.O. standards. As yet it is not known what general cargoes will, initially, be containerized, but it is assumed the minimum will be 80 cub. ft. to the ton. The tare weight of the 40-ft. container will be 2.5 tons and the 20-ft. unit 1.7 tons. A high-speed bogie vehicle 66 ft. over the pulling lines would accommodate three 20-ft. or one 40-ft. and one 20-ft. container with spacing of 1 ft. between containers to suit the lifting gear proposed by Overseas Containers Ltd. and Seatainer Terminals Ltd.

Vehicle designed

A vehicle to meet these specifications has already been designed by the Victorian Railways (see picture, page 72, *May News Letter*); it is being considered by other Australian railways. With a tare weight of 22.5 tons, it would carry a gross

Perhaps the most spectacular and interesting use of containers has been with cargoes between Tasmania and Melbourne, Sydney, Brisbane and Adelaide. Three rail-roaders from Tasmania to Sydney, are shown at Dynon.

weight of 52.5 tons and be a very economical vehicle. It could operate in all States by bogie exchange.

Problems of the shipping industry differ from those of the inland transport agencies. The predominant distinction is the size of the basic units—the ship and the railway wagon.

Rail wagons can be loaded simultaneously, moved immediately and, when marshalled into train lots, dispatched to their destination. The railways can be more readily constituted an extension of the production line, moving where loading is high in a matter of hours, and in most instances at no longer intervals than a day. This constancy of flow greatly reduces the degree of concentration at any one time.

The part that the railways will play in containerization of overseas general cargoes will be determined by the shipping companies who have not yet clearly stated their full intentions. However, certain things seem obvious. When a ship arrives in port, the whole of the export cargo will be concentrated in an area, either adjacent

to the ship's side or sufficiently near to permit its transfer within a short period and in a fairly regular flow. Any consolidation of less than container lots will have been completed at an area allotted for this purpose. The deadline will be the ship's arrival time.

As containers are unloaded they must be moved from the ship's side to make way for loaded or empty return containers. This must be a well-timed and carefully organized operation. Matters of importance are the location of the dock for container ships and the area where loads will be consolidated for export, or bulk imports will be divided into lots for individual consignees.

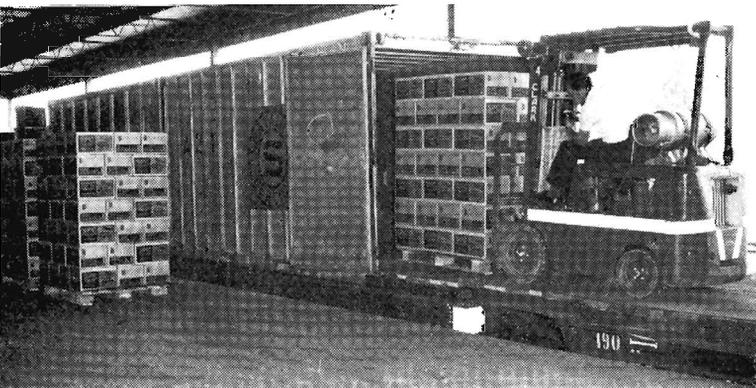
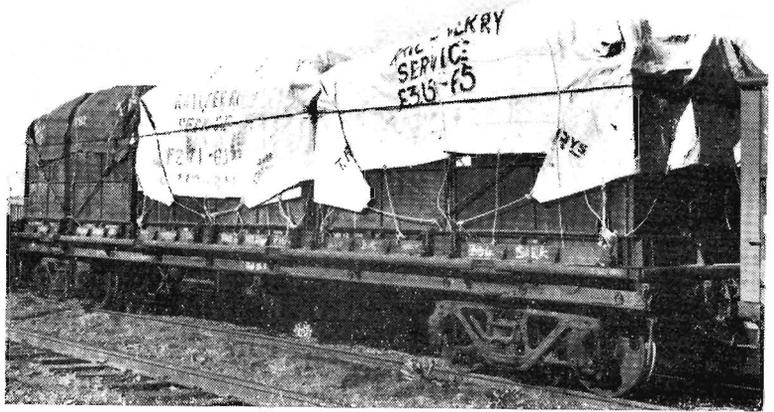
Exclusive right-of-way

The particular form of transport used between the dock and the consolidation area may well be determined by its ability to keep the dock area clear. Heavy concentration of road traffic could be a serious impediment to its use, whereas, with its exclusive right-of-way, the rail suffers no such disadvantage.

The railways own right-of-way also allows a much higher axle load than for road vehicles, the limit on the latter being concerned not only with capital cost of road and bridge construction, but also as a major consideration in road maintenance costs.

Much research has been undertaken in U.S.A. by the American Association of State Highways officials into the question of the relationship between axle load and road maintenance costs.

Results of tests carried out have established that one passage of a road truck with an 18,000-lb. single axle load has the same effect on a road as the passage of 5,000 motor cars; one passage



Loading of canned fruit into containers at Shepparton for shipping abroad.

of a road truck with a 32,000-lb. tandem axle load has the same effect as 7,450 motor cars; an overload of about two tons on a single axle, in one passage, has the same effect on wear and tear on roads as 11,750 motor cars!

Limitation of height of loads is an obvious necessity to conform to bridge clearances. Although railways have a maximum axle load up to 20 tons and can accommodate longer vehicles up to 75 ft., the height of vehicles and loads is little above that for road vehicles.

Side or end doors ?

The question of end doors on containers is assuming importance. For rail transport, side doors have many advantages for loading or unloading at railway sidings, particularly if several containers are carried on the same wagon, but with larger containers attainment of the same structural strength as a container with end doors requires a slight increase in tare weight—with a consequent increase in capital cost. Overseas shipping interests favour end-loading doors.

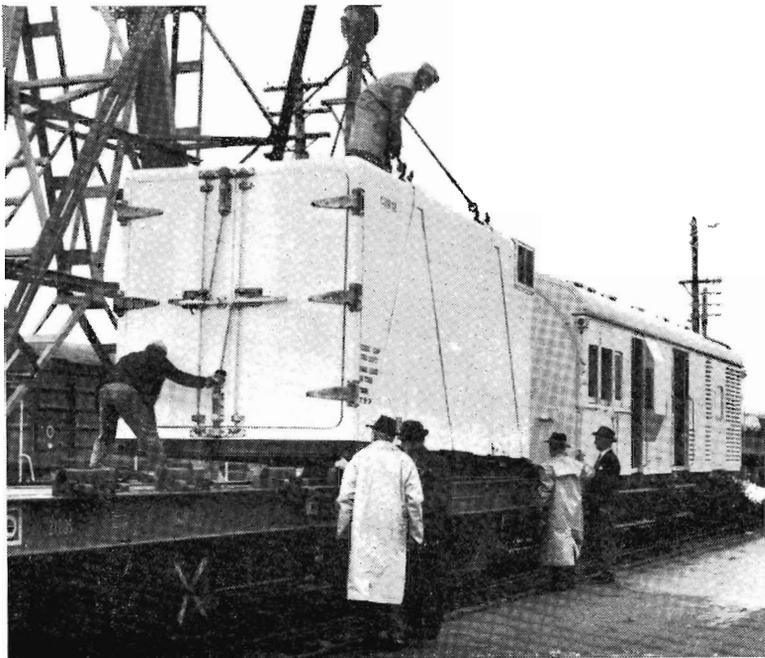
Where a container is exclusive to one consignee, full efficiency can be achieved only if it is delivered to its final destination undisturbed. This would involve at least one stage of inland transport and, for the larger containers carrying full capacity loading, rail transport is the only agency capable of carrying it.

A large degree of container standardization is preferable. To obtain maximum efficiency for railway purposes, the width and height should be the same, or nearly the same, for all containers, irrespective of the length.

It is important to remember that a very high percentage of imports is for the metropolitan area and, if containers within the prescribed load limits for road vehicles are invoiced to the one consignee, the consolidation area can be by-passed. In the absence of a private rail siding, this work will obviously be allocated to road.

If the proposed 40-ft. containers have loads anywhere near capacity, they will need to be reduced at the wharf, or railed to a selected area for this to be done. But this is only half the problem because the great majority of exports are from country areas and these are now brought to the seaboard by rail. As a result, there is confrontation with the problem of balanced loading in each direction, a problem to bedevil any transport medium.

The balance will certainly not come from imports. To avoid or reduce the economic waste of trans-



Deep-frozen products in containers move regularly between the capital cities. A refrigerated container of frozen vegetables is being loaded at Dynon.

porting empty containers, local loading will have to be carried. This problem is faced now, but with general purpose wagons and vans, the railways are able to allot them for whatever loading is offering at the time.

The adaptability of containers will determine the extent to which they can be substituted for rail vehicles.

Export traffic

The Victorian Railways are very experienced in meeting the scheduled requirements of export traffic which moves at times in very considerable quantities at fairly short notice.

For the year 1964/65, the Victorian Railways carried 450,000 tons

of export general cargoes to rail berths at Port Melbourne, Victoria Dock and Appleton Dock, and many thousands of tons were brought to Melbourne and carried by road to non-rail berths. Among the wide variety of goods carried were flour, canned fruit, dried fruit, fresh fruit, butter, milk products, rice, wool, fresh meat and canned meat.

The application of containers to all these cargoes may not be apparent, but with the Victorian Railways' experience of containers and transport requirements for export traffic, together with the "know-how" of the shipping lines, it can be confidently asserted that, if a product can be containerized, the railways can carry it.

PARKES' PASS

A V.R. parliamentary gold pass that had been issued to Sir Henry Parkes, a New South Wales statesman of the last century, was found in a P.M.G. office and forwarded to this Department. How it came to find a resting place in a Federal Department is not known, nor do records disclose the circumstances under which a New South Wales politician was issued with a V.R. gold pass. But its arrival recalled those days when some "colonial" politicians—and especially the holder of this gold pass—fought for the federation of Australian states.

A man of many parts, Parkes, early in his career, owned and

edited a newspaper, and was a force in N.S.W. politics for 40 years, becoming a cabinet minister, and five times premier. A noted orator, he also wrote six volumes of verse and some prose works. A doughty fighter for federation of the states, Parkes advocated it as early as 1867; and, in 1891, a convention of state premiers, over which he presided, framed the first draft of a bill to constitute the Commonwealth of Australia.

On August 15, 1882, Parkes visited Melbourne and was given a State banquet. It is interesting to note that as early as 1854, he advocated a bold policy of railway building.

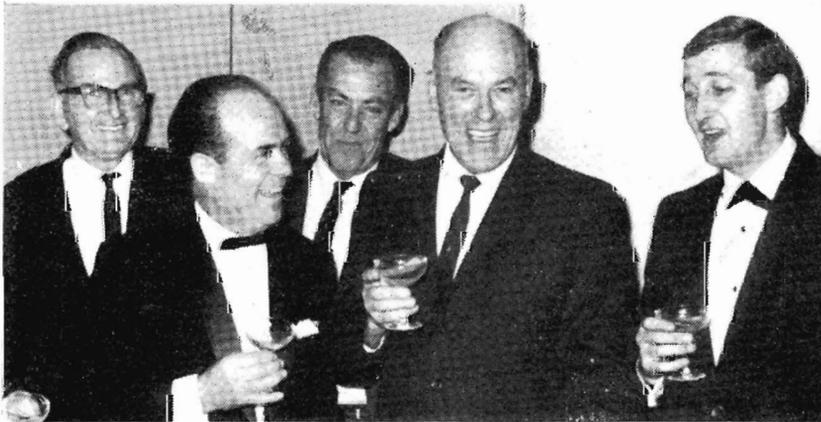


APPRENTICES: Accompanied by Mr G. F. Brown, Chairman of Commissioners (left) Apprentices L. Jewell (centre) and J. Brincat are shown after attending a ceremony at the Melbourne Town Hall where the Governor, Sir Rohan Delacombe, presented the apprentices with awards they had won. Apprentice Jewell was the outstanding apprentice coppersmith in the State, and Apprentice Brincat the outstanding apprentice in the Victorian Railways. Mr. Brown is holding the employer's certificates presented by the Governor.



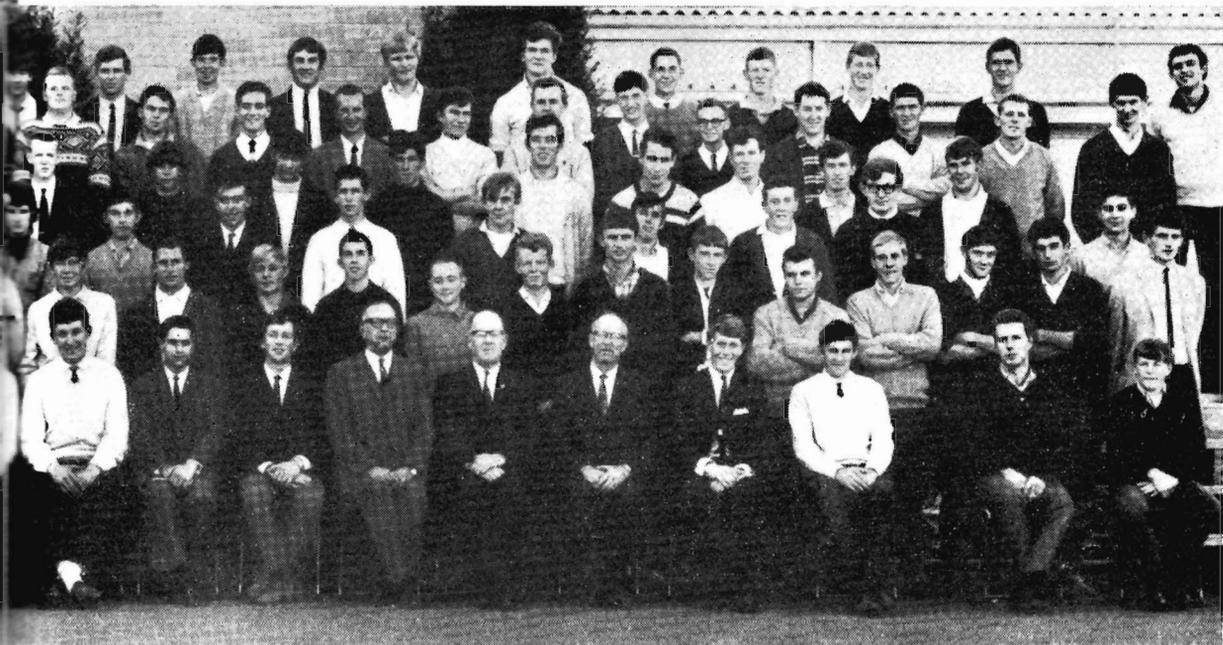
Prizes that they had won in their trade courses were presented last month to this group of apprentices. The prizes, totalling nearly \$ 900, were presented by Mr. C. S. Morris, Chairman of the Staff Board. In the centre of the front row are (from left) Messrs. R. Curtis (Supervisor of Apprentices), C. S. Morris, and J. Kain (Principal of the V. R. Technical College).

VIEWS OF NEWS



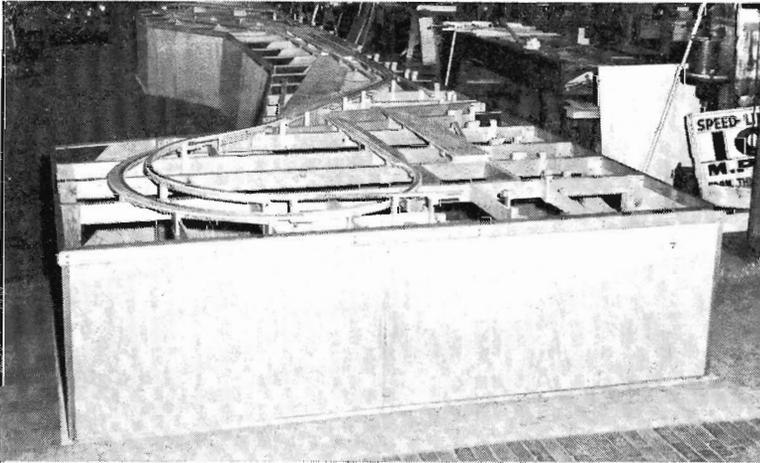
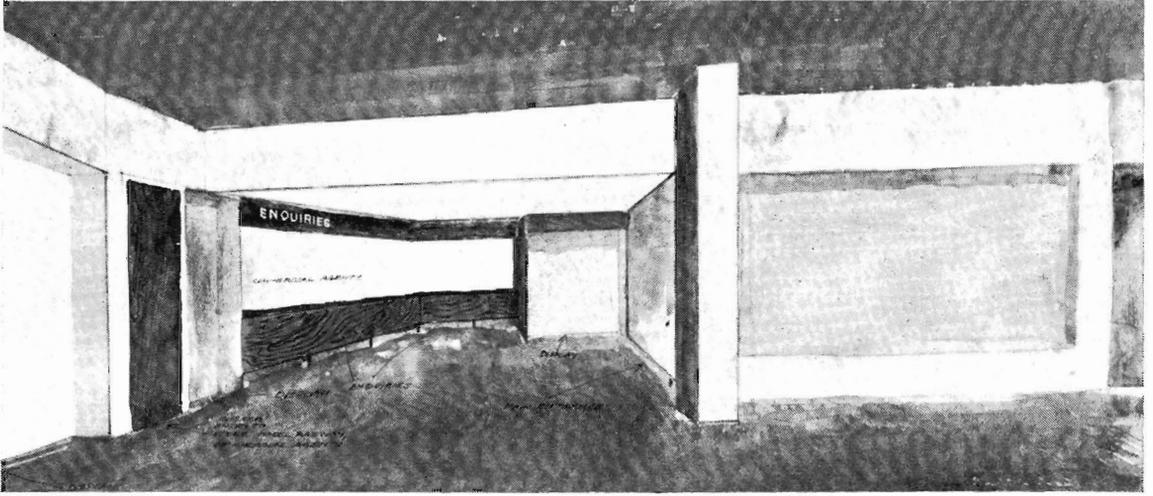
CABARET BALL: Over 200 railway people and friends attended the Dudley Street Social Club's cabaret ball held last month at the Olympia Room, Olympic Park. Folk singers, a comedian and a good band contributed to the night's enjoyment. Picture shows members of the Social Club Committee: (from left) Messrs. D. McTaggart (Treasurer), E. Jackson (President), L. Grantham (Secretary), L. Chambers (Vice-president), and G. Crimmins (Social Secretary).

SPECIAL OCCASION: Last month a small group of retired V.R. ex-members, some of them quite advanced in years, met at the Spencer Street Dining Room for a luncheon. During their meeting they had been closely associated with G. F. Brown, Chairman of Commissioners. The luncheon was a gesture of appreciation from Mr. Brown for the assistance and co-operation they had so freely given him during their long association. The members of the group are (from left—with title on retirement certificate): Messrs. F. Orchard (Comptroller, Stores), O. Keating (Chief Clerk, Stock Branch), A. C. Ahlstrom (Mechanical Engineer), standing: R. H. Y. Roach (Manager, New Workshops), J. L. Hawkins (Committee Representative, Transport Regulation), A. M. Hughes (Rolling Stock Engineer), M. McLachlan (Chief Commercial Manager), D. L. MacDonald (Assistant Electrical Engineer), G. E. Brown (Superintendent of Loco Running), and J. R. Rewell (Chief Manager). A number of other members would have been present if they had been available that day.



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BIGGER . . BETTER SHOW EXHIBIT



The assembled base of the model railway layout at Spotswood Workshops.



Way and Works staff make structural alterations to the new site for the V.R. exhibit at the Showgrounds. (From left) Messrs. Terry Kennedy, Dick Marshal, Malcolm Hull, Con Panov, and Lon Laleas.

AT Melbourne's Royal Show, the railway exhibit has grown so popular that it will move to a larger site this year. It will still be in the R.A.S. Administrative Building, but on a different corner (MacFarlane Avenue and Skene Street) and with nearly double the area.

Completely re-designed by the Public Relations and Betterment Board's display artist (Mr. K. Hutchison)—whose *visual* of the interior is reproduced above—the new exhibit is certain to add to the prestige of the Department and attract more visitors than ever.

Many railway people are closely associated with the display. The Way and Works Branch provides the plans and working drawings from its Architectural Division, fittings and furniture from its Spotswood Workshops, painters from its Spencer Street depot, builders from Laurens Street Works Foreman's Depot, and the sound system installation by its Signal and Telegraph Division. The Electrical Engineering Branch looks after the light and power requirements.

Commercial Agents, who man the exhibit's advisory bureau—assisted by a hostess from the Refreshment Services—will have more space, and, from behind an angled counter, will face the inflow of visitors from the interior of the Administrative Building. Access will also be given from Skene Street.

Outside, a flashing sign *Victorian Railways Exhibit* will draw the public's attention to the new location. Press and poster advertising, signs and pamphlets will be used to promote the new location.

Layout of the 1/120th scale model railway will be twice as big and

probably capable of running three times as many replica trains as in previous years—tests will need to be made to determine the final number under actual working conditions. It will be viewable from both streets outside as well as from inside the exhibit.

Brains behind this automatically controlled miniature railway are a rolling stock engineer, Mr. N. Cave, and Spotswood Workshops' Electrical Shop Foreman, Mr. C. Watt.

The light-sensitive relays that controlled trains on the old layout (the relay, set between the track, was operated when the light falling on it from the ceiling lights was blocked from reaching it by the train passing above; the relay then cut off the current to the section of track behind the train) will be augmented by permanent-magnet controls. Fixed under brakevans, magnets will allow the light-sensitive relays to function only after the magnets have passed the relay. This means that, if a train divides, a following train cannot enter the section wherein the rear section of a train remains. This gives greater safe working realism.

Magnets will also be used to cause some trains to stop at stations through which others express.

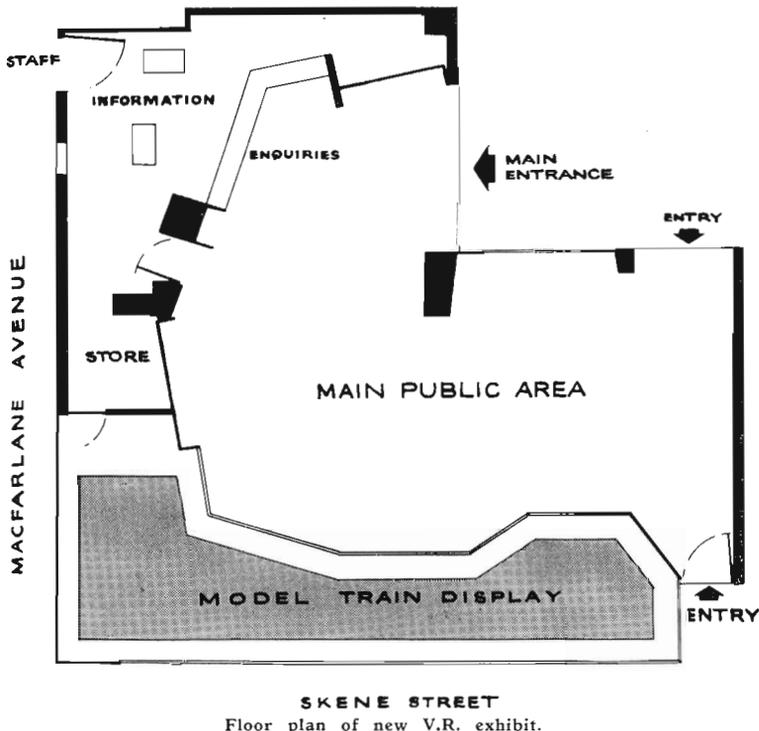
The main double track, by having three fly-overs, will be, in reality, one continuous loop capable of carrying perhaps 12 trains that, in both directions, will always pass a spectator in a given order. This will assist with tape-recorded commentary.

A branch line will operate in two sections, if needed, having one or two reversing trains running. Provision is being made for later addition of working tracks for a locomotive depot and *Puffing Billy*.

Since the railway exhibit took the place of the Victorian Government Tourist Bureau display in 1958, a theme has been adopted each year. This year, it will be called *Here's Rail-Pak*, and will deal with containers, that have received tremendous publicity recently owing to the decision of overseas shipping groups to switch to this mode of cargo handling. Containers, of course, are *old hat* to the railways, and the public will be told of our vast experience in this type of traffic.

Much new 1/120th scale rolling stock is being built for *Here's Rail-Pak*, including the X class diesel-electric locomotive, that Newport railway apprentices have also built in 1/12th scale.

Visitors will see a complete train of Flexis, including Flexi-Vans of Alltrans, Mayne Nickless and T.N.T., Flexi-Flats of Alltrans and T.N.T., and Australian Liquid Air's Flexi-Tank. A train of container loaded wagons will carry a large variety of types, shapes and sizes, with tanks



SKENE STREET
Floor plan of new V.R. exhibit.

used by Brambles, MacRobertsons, Maize Products, U.D.L. and Vegetable Oils, and other kinds used by Brambles, Carbon Black, Frig-Mobile, Mayne Nickless, Pict, F. H. Stephens and T.N.T. Also included will be LCL's.

As bulk commodity rail wagons are virtually containers with their own wheels, also running will be both petrol and bitumen tankers of B.P., Esso, Mobil and Shell, petrol tankers of Amoco and Ampol, a Shell fuel oil tanker, Paccal tar tankers, a Butane gas tanker, Jack-ett's bulk flour wagon, and departmental bulk cement and wheat wagons.

Taped commentary will tell about the model trains, as in the past, but provision is being made to permit three different talks to be directed at groups of watchers in three separate locations.

It will be possible to use two continuous slide projectors, with taped commentary if, and when, required.

The free identity discs, to stop youngsters staying lost, and a wide range of pamphlets will be popular give-aways again this year. Observation has shown that, in general, visitors are quite selective in the pamphlets they take away; some even put back ones picked up and looked at, if they are not sufficiently interested.

More than ever, in future years, the *Victorian Railways Exhibit* will help Victorians to get to know their railways.

SYDNEY-PERTH TRAINS

The new Sydney-Perth expresses (for which contracts were let last month) will incorporate many of the luxury features that have proved so popular on *Southern Aurora*. The designers have also drawn heavily on the vast experience of the Commonwealth Railways, which for many years have operated *de luxe* express services over many millions of miles on the intercontinental route.

To operate the twice-weekly schedule planned for both directions after the opening of Australia's main trunk line, 59 vehicles will be required. This rolling stock will include 12 second-class sleeping cars, six first-class roomette sleeping cars, five first-class twinette sleeping cars, four first-class twinette *de luxe* sleeping cars, six cafeteria-club cars, six dining cars, four first-class lounge cars, four power vans, six dormitory cars, five luggage-mail vans, and one special service car.

For such a long journey all passengers will be provided with a sleeping berth. There will be ample lounge, club, bar and dining accommodation available for 96 second-class and 52 first-class passengers.

RAIL USERS SAY.

Bowls results

OUR sincere thanks for the wonderful co-operation received from the Victorian Railways in the collection of our (bowls) competition results each week-end. This system was instituted some years ago and I can say with sincere honesty that we have had, during the period I have been Secretary of this Association, no trouble whatsoever in securing the results from the cloak room at Flinders Street railway station each Monday morning. Would you convey to the staff of the cloak room and all officers of your organization at the various stations in the metropolitan area our sincere thanks for their courtesy and ever-ready co-operation, all of which has contributed so much to the success of this past 1966-67 season.

—*J. M. Dobbie, Secretary, Royal Victorian Bowling Association, writing to the Chief Commercial Manager*

Refreshment Services

WOULD you convey my thanks to the staff of the Railway Refreshment Services for the efficient friendly manner in which they provided light refreshments for the electoral staff and visitors at the Exhibition Buildings on polling night, April 29 . . .

—*A. G. Coulthard, Secretary, Premier's Department, writing to the Secretary for Railways*

Geelong

HIS Honour Judge T. Rapke has asked me to write and thank you, and your staff, for the courtesy shown him, and the facilities granted him while he was on circuit in Geelong. He is most grateful.

—*R. W. Allen, Associate to His Honour Judge Rapke, writing to the Stationmaster, Geelong*

Dynon

LAST week I complained to you about the delay in arrival of tyres from Horsham, and I was most impressed with the service I received. Norm White of Dynon Goods, immediately got in touch with Mr. Cullis, Superintendent of Goods at Dynon. Mr. Cullis rang me immediately for further information to enable him to investigate the matter. I know he spent many hours tracing these tyres and finding the reason for their delay. I would like to express my appreciation for the service given and for being informed of the situation while this investigation was taking place, which gave me to understand that the matter was well in hand . . .

—*T. C. Barnett, Managing Director, Tyre-Lug (Aust.) Pty. Ltd., writing to the Commissioners*

Bicycle tour

THE officers of the Boys' Brigade Company, connected with the Blackburn Baptist Church, desire me to express their very sincere appreciation of the co-operation and help given by your staff on Good Friday evening, when a group of our boys, with their bicycles, travelled by train from Blackburn to Gisborne. The arrangement by which special accommodation was made available for us provided a good start to a very successful bike tour . . .

—*Roy B. Fraser, Secretary, The Boys' Brigade, writing to the Secretary for Railways*

Southern Aurora

. . . I make mention of the pleasure . . . Our entire family experienced travelling on *Southern Aurora*. The courtesy and attention of the conductors, plus the clean, comfortable cabins, and generous meals, etc. have favourably impressed me, and I have successfully recommended this train to several friends.

—*Ken Slade, Russell Street, Greensborough, writing to the Claims Agent*

Lost Property Office and Flinders Street

I wish to bring to your notice the efficiency of your staff when I lost my yearly ticket today. The loss of the ticket was reported immediately, and two cleaners who sweep the carriages were notified, and they found it within several hours. The courtesy and service of your Lost Property Office and, in particular, Mr. O. A. Schache, Cloak Room Assistant, Flinders Street, are to be commended.

—*R. Carison, Were Street, Brighton Beach, writing to the Commissioners.*

Princes Bridge R.R.

ON a recent visit to the city, my wife and I paid our first visit to the new Railways Refreshment Room at Princes Gate, and we were charmed with the food, the service and the extremely reasonable tariff, the decor and the astonishingly restful quiet to be found at such a busy and noisy corner. This Refreshment Room will certainly be a "must" for us on any future city visits entailing a meal stop.

—*Harold W. Holden, Wallace Avenue, Murrumbeena, writing to the editor.*

Box Hill

I wish to express my appreciation for the actions of the station assistant on duty at the station this morning (Mrs. E. Giddens-Ed.) when she cared for my son who was ill . . .

—*Mrs. C. R. Dyer, Forest Hill, writing to the Stationmaster, Box Hill*

Elmore

THE Shire of Huntly Committee for the Lord Mayor's Portsea Camp, and the Camp leaders who accompanied the children to Portsea this year, have asked me to convey to you their grateful thanks for your willing and efficient co-operation in seeing the children safely away and home again.

—*Robert E. Lewin, Hon. Secretary, Shire of Huntly Organizing Committee, writing to the Stationmaster, Elmore*

Girl Guides

I would be most grateful if there was some way in which you could convey to the stationmasters at Moe, Traralgon, Bairnsdale, Sale, Warragul and Flinders Street, my appreciation of the careful and courteous way in which they looked after us when the Ranger Branch held another Train Trek at Easter this year, this time to Gippsland.

—*Mrs. A. G. Rylah, Ranger Advisor, Girl Guides Association, Victoria, writing to the Chairman*

ON behalf of the Executive Committee of the Girl Guides Association, I wish to express to you our deep appreciation of the splendid service rendered by your Department in arranging special trains for the country members of our Association, in order that they might attend the special children's function at Festival Hall arranged in honour of Olave, Lady Baden-Powell, World Chief Guide. In particular, we would like to thank Mr. Lade and Mr. Napier for their special attention to our needs . . . (Mrs.) J. R. Price, State Commissioner, Girl Guides Association Victoria, writing to the Commissioners.

THANK you very much for the willing and helpful assistance given to us by those on duty at the station during the week-end trip to Melbourne, to see our World Chief Guide, Lady Baden-Powell. I. A. Wright, Girl Guides Association, Dimboola, writing to the Stationmaster, Dimboola.

Way and Works changes

TOP level administrative changes in the Way and Works Branch followed the recent appointment of the former Chief Civil Engineer, Mr. L. A. Reynolds, as a Commissioner. The new Chief Civil Engineer is Mr. D. D. Wade, the Assistant C.C.E., Mr. L. McCallum, and the Engineer of Maintenance, Mr. R. J. Gallacher.

Mr. Wade had given no thought to joining the Department until, in 1937, as a first-year civil engineering student at Melbourne University, he spent his vacation getting valuable practical experience in general machine shop work at Newport Workshops. After obtaining his Bachelor of Civil Engineering degree, he decided to make the railways his career.

Mr. Wade joined the Department as a draughtsman in 1940, and his first important promotion was when he was appointed District Engineer at Ballarat in 1949, after gaining wide and varied experience in the Track and Drainage, Machinery and Water Supply, and Structural Design Divisions.

From 1956, when he was Metropolitan District Engineer, until he became Engineer of Special Works the next year, Mr. Wade was closely associated with a number of important civil engineering projects. They included the reconstruction of the railway bridges over Swan Street and building the new Richmond station, and grade separation projects at Napier Street, Footscray; Nepean Highway, Moorabbin; and Glenhuntly Road, Elsternwick.

Mr. Wade was appointed Assistant Chief Civil Engineer in 1963, and has been Acting Chief Civil Engineer since July 1964.

Assistant C.C.E.

IT could be said of Mr. L. A. McCallum, the new Assistant Chief Civil Engineer, that he was destined to be a railwayman. His grandfather, William McCallum, a stationmaster, was at North Melbourne when he retired; his father, Arthur McCallum, was an iron machinist at Bendigo and Newport Workshops; an uncle, Len McCallum, is a locomotive driver; and his son, Ian, is with the Railways

Investigation Division; another uncle, Frank McCallum, was an assistant stationmaster.

Mr. McCallum started as an apprentice fitter and turner at Newport Workshops in 1938. Two years later, he was awarded a scholarship by the Department to undertake a diploma course in civil engineering at the Melbourne Technical College (now the Royal Melbourne Institute of Technology) and gained his Fellowship Diploma of Civil Engineering. He is also an Associate Member of the Institution of Engineers (Aust.).

After passing through the various engineering grades, Mr. McCallum, as relieving district engineer, was at Geelong, Seymour and Ballarat, and was District Engineer at Bendigo for four years before returning to Melbourne in 1956 as Engineer (Special Duties). His first important assignment during this period was when he assisted the then Chief Civil Engineer (Mr. L. A. Reynolds) in introducing mechanized track relaying in Victoria, this work being interspersed with periods of relieving the Metropolitan District Engineer and Engineer of Special Works.

Construction of the standard gauge line from Melbourne to Wodonga presented Mr. McCallum with a golden opportunity that comes to few railway civil engineers. He was appointed Engineer-in-Charge of North-east Line Standardization, and later, as Engineer of Special Works, was responsible for the metropolitan works associated with this historical railway project. They included the diesel depot and forwarding agents' area at South Dynon and North Dynon, the threading of new tracks through the metropolitan area to Spencer Street, which involved grade separations and fly-overs at Jacana and North Melbourne, and rearrangement of tracks and platforms at Spencer Street.

From Engineer of Special Works, Mr. McCallum rose to Engineer of Maintenance in 1963. Since 1964, he has been Acting Assistant Chief Civil Engineer. He has also been Chairman of the Railway Leasing Committee, and is a Vice-President of the V.R.I.

Engineer of Maintenance

THE new Engineer of Maintenance, Mr. R. J. Gallacher, also began as an apprentice fitter and turner at Newport Workshops. Subsequently, he transferred to the Way and Works Branch, and in 1946 was an apprentice student at the then Melbourne Technical College, where he gained his Fellowship Diploma of Civil Engineering in 1951.

From the Structural Design Division, Mr. Gallacher, in 1955, was transferred to special works, the most notable of which was the duplication and electrification of the Gippsland line from Dandenong to Traralgon.

He was appointed District Engineer at Bendigo the next year, and two years later returned to Melbourne on special duties, mainly on mechanized track relaying. In 1959, he transferred to the Secretary's Branch to become Senior Works Study Officer in the organization that is now known as the Management Services Division. In 1960, he succeeded Mr. McCallum as Engineer-in-Charge of the North-east Line Standardization.

During the time he was Acting Engineer of Maintenance, Mr. Gallacher was responsible for the planning and introduction of cyclic track maintenance, with modern mechanized equipment.

General President, V.R.I.

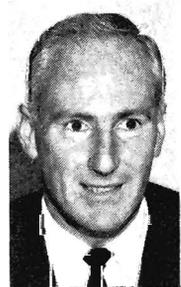
MR. M. McKenzie, Printing Manager, has been appointed by the Commissioners to succeed Mr. L. A. Reynolds as General President of the Victorian Railways Institute. Mr. McKenzie was elected to the Institute Council in 1958, appointed Commissioners' Representative four years after, a Vice-President in 1963, and a member of the Board of Trustees in 1964. Mr. McKenzie has also served on a number of Institute committees.



Mr. Wade



Mr. McCallum



Mr. Gallacher



Mr. McKenzie

Rehabilitation Officer

MR. R. Turner, Employment Officer, Room 215, Head Office, will perform the duties of Rehabilitation Officer for all servicemen returning to the railways following discharge from the armed services. He will work in conjunction with Branch staff officers.

Camera Club stars

V.R.I. Camera Club's 1966-67 aggregate prize-winner is Mr. F. Newman, Traffic Branch, Flinders Street, who now holds a silver rose bowl for 12 months. He was also presented with an inscribed medallion. The club aggregate is based on points awarded for first, second, and third placings in 12 competitions held throughout the year. A very successful year for the club was marked by it being placed fifth in the Victorian Association of Photographic Societies' annual colour slide competition. V.R.I. Club member Miss M. Ross won the V.A.P.S. Award for best slide of the year. Inquiries from prospective members of the club will be welcomed by the Secretary, Mr. F. H. Newman, Auto 1608.



Mr. C. Henshaw, President of V.R.I. Camera Club (right) congratulates Mr. F. Newman, winner of the club's aggregate trophy for 1966-67.



Both Mr. and Mrs. Stephen Foster, shown above after their wedding, belong to railway families. The bride, formerly Miss Sandra Mansfield, is a typist at Newport Workshops; and the bridegroom, at present serving in Vietnam with the 7th R. A. R., is a car and wagon builder from the Workshops. The bride's father, Mr. A. Mansfield, is a clerk at Newport Workshops, and both the bridegroom's parents also work at the 'Shops—Mrs. Foster in the Boiler Shop Canteen and Mr. James Foster in the Boiler Shop fitting section. While in Vietnam Mr. Stephen Foster would like to hear from some of his workshop friends. Letters should be addressed to No. 3788845, Pte. S. M. Foster, P. N. R. Plt. Spt. Coy., 7 R. A. R., Aust. P. O. 4, c/o G. P. O. Sydney.

From Hungary

Mr. Ferenc (Frank) J. Gallo, the first migrant tradesman to retire from Spotswood Workshops, was farewelled recently by his workmates, who presented him with a radio and reading lamp. He was with the Department for 8½ years. Before coming to Australia, Mr. Gallo taught engineering at a technical college in Budapest, Hungary. He is shown (centre left) after receiving his presentation from Mr. W. E. Stokes, Workshops Manager.

Film evening at V.R.I.

TO launch this season's V.R.I. lectures, and following the popularity of the three previous years' programmes, another film evening will be held, entitled *Railways Then and Now*. Like the others, it has been arranged by Mr. K. C. Findlay, of the Public Relations and Betterment Board staff, in conjunction with the State Film Centre, and will be presented in the V.R.I. Ballroom on Wednesday, July 5, with two sessions—at 5.10 p.m. and 8 p.m.

A non-technical family programme, it will run for just under two hours. Subject to their arrival in Australia and clearance by customs, the films, in the order of screening, will be: *On the Pennsylvania*—a tribute to steam power in action in the United States; *Museum Train*, recapturing the early years of Canadian railroading; *Oh, Mr. Porter*—an amusing Irish film on how not to run a railway station; *The Elephant will Never Forget*—dealing with the famous run of London's last tram. Provided the film is completed in time, *Shades of Puffing Billy* will have its Australian premiere. The second part of the programme deals with modern railways and plans for the future; Goods Traffic for Europe—showing the handling of 15,000 trains daily, *Rapid Transit*—how communities can best be served by public transport, and *Year in Review*—C. N. R.'s progressive approach to passenger and freight traffic.

Tickets for both programmes will be available from the V.R.I., 3rd Floor, Flinders Street station building.

Old book

CARNEGIE reports that its "Paid On" book which is still in use, was started on March 1, 1887, when the station was known as Rosstown Street.

NEWS LETTER REGRETS

TO RECORD THE FOLLOWING

DEATHS

ROLLING STOCK BRANCH

Marinis, C., Jolimont
Cerniauskas, P., Geelong

TRAFFIC BRANCH

Morgan, A. H., Melbourne Goods

WAY AND WORKS BRANCH

Sexton, H., Tarnagulla
Konstantinou, D., Special Works
Clayton, P. R., Kiata
Free, R. W., Warragul
Rutley, J. E., Line Depot

ELECTRICAL ENGINEERING BRANCH

Bell, C. A., Distribution Division

STORES BRANCH

White, D. R. C., Spotswood W'shops

RECENT RETIREMENTS...

ROLLING STOCK BRANCH

Betts, C. L. C., Newport
Wardley, T. G., Maryborough
Cain, J., Jolimont
Robinson, S. H., Newport
McMahon, W. J., E. R. Depot
Absolom, G. H., South Dynon
Warburton, E., Donald
Parker, W. H., Bendigo North
Nowik, J., Newport
Preusker, A. W., South Dynon
Franzi, M. S., Newport
Inserra, V., Newport
Crellin, B. H., Newport
Weir, W., Newport
Trickey, R. E., Bendigo North
Currie, R. K., Jolimont
Shaw, H. C., Geelong
Bell, J. C., Newport
Surman, C. V., Bendigo North
Murray, M. J., North Melbourne
Armstrong, T. A., Ballarat North
Carter, L. W., Newport
Evans, A., North Melbourne
Gerkins, J. H. A., Newport

TRAFFIC BRANCH

Cuskelly, L. P. D., Flinders Street
Trickey, L. C., Carisbrook
Buckley, C. E., Spotswood
Kellam, R. C., Springvale
Smart, E. J., Toolamba
Taffe, M. J., Ballarat
Kennedy, D. E., Mildura
Barnard, A. J., Head Office
Davine, J. A., Head Office
Middleton, W. G., Dynon
Butler, W. R., Melbourne Yard
Maxwell, J., Kooyong
Wills, R. A., Dandenong

WAY AND WORKS BRANCH

Milford, G. S., Bendigo
Quinlan, W., Warrnambool
Barker, E. J., Special Works
Sharpless, A. M. (Mrs.), Anstey
Filippe, A. F., Benalla
Vallence, C. A., Girgarre
Pollock, W. A., Spotswood
County, F. L., Kensington
Leonart, J., Barnes
Whiteley, K., Ballarat
Wilson, R. E., Head Office
Buchan, G. M., Spencer Street
Cassidy, A. J., Flinders Street
Montgomery, R., Spotswood
Sinclair, A. M., Laursen Street
Hill, G. W., Bruthen

ELECTRICAL ENGINEERING BRANCH

Barker, G. C., Overhead Division
Morrall, E., Overhead Division

STORES BRANCH

Williamson, G. M., Newport Work-shops

REFRESHMENT SERVICES BRANCH

Marriott, W., Mt. Buffalo Chalet

ACCOUNTANCY BRANCH

Byrnes, V. M., Flinders Street
Barnard, A. J., Head Office
Bailey, R. G., Head Office



Basketball

IN the men's section of the Business Houses Winter Competition, our team is at present in equal fourth position, having won four of the seven matches played to date. In the girls' section of this competition we are not doing quite so well—with three wins and three losses in the six games played. The men's team suffered a severe blow to its chances of taking out this year's pennant, when Graham Edwards—popular captain and one of the best players ever to represent the V.R.I.—suffered a severe knee injury. Early reports indicate that the injury may seriously curtail Graham's future sporting activities, but we all hope that this is not so, and that he will be back on court again helping the club win many more games.

As the representative teams for the Adelaide Carnival will be selected at the end of this month, this is the last chance that players who desire selection will have of submitting their applications. We would particularly like to hear from any tall lasses in the department who are playing international rules, and who would wish to take part.

In the Victorian Women's Basketball Association's winter competition, Melbourne Goods, competing in B3, have won eight games, drawn one, and lost two, to be equal top of their section. V.R.I. has done the same in E3 section, and also shares the top position in its grade. At this stage, both these teams seem to have a great chance of taking out pennants.

Carpet Bowls

COUNTRY centres are reminded that the annual Country Carpet Bowls Tournament will be held in the V.R.I. Ballroom on Sunday, August 13, beginning at 9.45 a.m. Entries for both the men's and ladies' sections will close on July 24. Intending competitors are reminded that a midday meal, if required, is available in the V.R.I. building.

Rifle Shooting

RAILWAY riflemen have been invited by the N.S.W. Railways Institute to participate in the Triggs Memorial Shield Shoot, on Sunday October 1, at the Anzac Rifle Range, Liverpool. The Queen's Prize Shoot will be held on this range from September 28 to October 2. It is anticipated that some of our regular shooters will be competing in this event, and it is hoped that they will make themselves available for the Triggs Shoot. Railwaymen interested in representing our State should contact me (auto 2445) as soon as practicable. It is hoped that the team will be selected by the end of August.

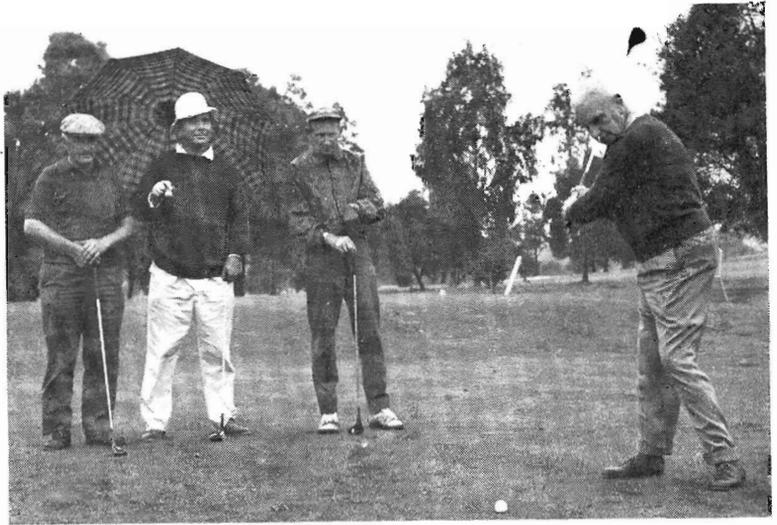
Table Tennis

IT is anticipated that the 1967 V.R.I. Table Tennis Championships will be held on Sunday, July 30, at the V.T.T. Association's Centre, Albert Park. Events to be contested will be the Open Singles Championship, the Country Singles Championship, the Open Consolation Singles, the Open Doubles Championship and the Country Doubles Championship. Entries are invited from any financial V.R.I. member, and our table tennis officials are hoping for a large country entry. Entries for all events close on July 21, late entries will not be accepted.

In our internal competition, eight teams are competing for the Dunkling Shield, and it is most encouraging to see the very large number of new players who have taken up this sport. In the V.T.T.A.'s winter pennant competition, five teams are competing in various grades, and doing well enough to reach their finals.

Tennis

THE recently held V.R.I. Tennis Association's Presentation Night was a very pleasant function, under the very able chairmanship of the Association's President, Mr. Maurie Barker, who handled the formal section of the night's programme most capably. Among the many guests present were Mr. M. McKenzie, now General President of the V.R.I. and who also represented the Commissioners on this occasion, Mr. F. Mitchell, General Secretary, representatives from Dunklings and Spauldings, and, of course, members of the competing teams. It had been a great season for Sunshine V.R.I. as its No. 1 team won the Dunkling Shield from Jolimont, and its No. 2 team won the Pimms Cup from Melbourne Yard; congratulations to this centre for an excellent performance.



Reg Rolls (V.R.I.) is about to hit off in the V.R.I. v. Australian Postal Institute golf. Watching are (from left): Eric Riggall (V.R.I.), Stan Farren and Frank McGee (both A.P.I.).

Golf

THE annual match against the Australian Postal Institute was held at Green Acres Golf Course, Kew, on Friday, April 21, when we managed to recover the R. L. Edwards shield—which has been A.P.I. property since 1960—by winning 13 matches to A.P.I.'s 11. Mr. L. A. Reynolds (who was then our General President) represented the Commissioners at the presentation of trophies, and Mr. Frank Mitchell, General Secretary, represented the Institute.

Football

DUE to unavoidable circumstances, the V.R.I. Football League reluctantly decided not to play the internal competition this year. This decision virtually meant that the V.R.I.F.L. would go into recess. However, it was felt that, to retain the interest of players, inter-service games (against the A.P.I., etc.) should be arranged and played, and a small committee was formed to help conduct these matches. It is to be hoped that by next season, changed circumstances will allow this competition to be again organized.

Ron Baggott

IT is with regret that I have to report that our very popular Assistant General Secretary and former Sports Secretary, Ron Baggott, has been off work for some weeks with a fairly serious illness. Ron, who would be very well known to most readers of this page, is, I'm glad to say, making a steady recovery and we at the Institute, as well as his many other friends, hope to see him back at his desk in the near future.

Perhaps to the younger generation who might not know, it's worth

mentioning that Ron Baggott was one of the real greats of our national code, and represented Victoria on many occasions. He held down the centre half-forward position in the mighty Melbourne sides of the late thirties and in the forties, and in later years was assistant coach to Norm Smith for a number of seasons.

"Bags" has concentrated on golf over the last few years and it'll be good to see him back, fit enough, I hope, to break 90 for the round.

APPRENTICE'S SUCCESS

APPRENTICE Tinsmith and Sheet Metal worker Brian Coward's hobby is ballroom dancing, and he showed his proficiency in it on April 22 when, with his partner Miss Carole Eastman, he won the Victorian ballroom dancing championship. They also won the provincial championship in old-time dancing, and came second in the modern and Latin American competitions. Then, last month, Brian received a Commissioners' prize for his work during the year. He is at Ballarat North Workshops.

PORTLAND APPRECIATION

THE Association greatly regrets the transfer of Mr. Leo Kennedy, who had been in charge of the Goods Shed at Portland for some years. He has given outstanding service to your Department in this matter; his efficiency has been a great feature in the smooth dispatch of wool by rail from this new centre. —*The Secretary, Portland Wool Selling Brokers' Association, writing to the Secretary for Railways*

VICTORIAN RAILWAYS

NEWSLETTER

JULY



1967



Dieselization advances

THE last steam locomotive to operate freight services in the Western District beyond Hamilton—J 525—hailed the 9.10 a.m. goods train from Hamilton to Ararat on June 8. The entire area from Ararat to Portland and associated branch lines is now operated by diesel-electric locomotives.

The new diesel depot at Hamilton, that includes a new office and amenities block, has been completed. The depot has fuel installation and sand-drying facilities for servicing the diesel fleet.

Steam locomotives have already been eliminated from the north-east, Gippsland, and metropolitan areas, and the passing of steam motive power from an important sector of the Western District is a further step towards complete dieselization of the system, planned for 1972.

With recent additions, the strength of the diesel fleet is now 225 units.

FRONT COVER

MINISTER RIDES IN LOCO: Getting to know the railway system and meeting some of the staff was the mission of the new Minister of Transport, Mr. V. Wilcox, when he made a fast train trip from Melbourne to Seymour by the Albury morning passenger train on May 25. Informality was the keynote as he met senior railway officers and then travelled with the crew in the cabin of the locomotive. In the picture are (left to right): Spencer Street Stationmaster W. S. McLeod, Mr. S. F. Keane, Acting Chief Mechanical Engineer, Mr. Wilcox, and Driver A. Klein of Seymour.

Mr. Wilcox is at present on a fact-finding mission covering the near East, Europe, the United Kingdom, North America, and Japan; it included his attendance at the June meeting of the International Labour Office, arranged before he was allotted his present Transport portfolio. He will return early in September.

Floor for computer

DELIVERY of the computer that is being hired by the Department is expected this month, and as *News Letter* went to press, alterations were being completed to the room at Head Office in which the computer assembly will be installed. For such valuable equipment, special arrangements are, of course, necessary. Even a special floor—known as a *computer floor*—has been built. First, the existing wooden floor was fireproofed by covering it with asbestos millboard protected by galvanized sheet steel. On this was placed a framework consisting of adjustable steel jacks supporting metal bearers that form a grid pattern, 2 ft. square. On the bearers were laid thick plywood sheets, each 2 ft. square and covered by vinyl tiles. For fire protection, the plywood was sandwiched between aluminium sheeting. The jacks enabled the floor to be brought within 1/16th in. of a perfect level; final levelling can be done by ad-

justment on the computer equipment cabinets. The 2-ft. square sections of plywood flooring can be raised by a suction cup lifter to give access to the sub-floor in which are housed electric cables connecting the equipment. Air-conditioning ducts, and carbon dioxide piping for fire protection, are also in the sub-floor.

Commonwealth Railways tankers

IN May issue of *News Letter*, reference was made on page 66, to a 17,000-gal. rail oil tanker—carrying B.P. Refinery (Westernport) Pty. Ltd.'s liquefied gas—as “Australia's biggest”. Actually, Commonwealth Railways' TOG class tank car holds 20,700 gallons, and at 67 ft. 4 in. over the couplers, is 8 ft. 1½ in. longer. However, the C.R. tankers are used for oil haulage while the B.P. tanker carries liquefied propane and butane.



Contractor's staff are installing the sub-floor in the room that will house the computer assembly.

Livestock rates cut

THE freight rates for all van loads of livestock were drastically cut from July 1. A simplified and economic system of mileage charges has been adopted.

The new charges, which are 10 per cent below the present store and special rates, will place the Department in a competitive position to offer valuable savings to graziers and stock buyers.

The mileage rates completely replace the existing fat and store stock charges, enabling consignors and railway staff to quickly calculate the cost and arrange livestock transport. Many misunderstandings will be removed by abolishing all declarations that were necessary for raling fat and store stock.

While the new charges are based on 4-wheel vans, consignors who have sufficient stock for two such vans might be supplied with a bogie rail van to take the same quantity of stock. When sufficient stock is offering, the Department will run special livestock trains to and from suitable stock-handling railway locations.

With the new charges, rail services are an extremely economical proposition for livestock consignors, particularly when other factors, such as foot-rot-free rail vans, humane treatment of animals, and stockyard facilities are considered.

Youths charged

FOLLOWING the \$20,000 fire-damage to the carriage of a Frankston line *Harris Train* on June 21, two 15-year-old youths will be charged. They were apprehended by Senior Detectives K. Robertson and K. McMahon, and Railways Investigation Officer B. Dabb, as a result of inquiries in a southern suburb.

As *News Letter* went to press, the youths were to appear before a Children's Court on charges of malicious damage to railway property.

Mini-buffet for Albury service

A *mini-buffet* refreshment service will be introduced on the Monday to Saturday morning and evening Melbourne-Albury trains, in both directions, starting Monday, July 17. The *mini-buffet* will be in an air-conditioned, compartment-type sitting carriage and have table accommodation for 12 passengers. Tea, coffee, and various light refreshments, including salads, will be served. Passengers will also be able to buy soft drinks, confectionery and cigarettes.

The *mini-buffet* carriages came from the now discontinued *Mildura Sunlight* daylight service, that was replaced by overnight trains.

V.R. CHAIRMAN COMMENTS

LOUTISH BEHAVIOUR IS NO JOKE TO US



“ TRAIN TRAVEL IS DARN RISKY THESE DAYS . . . ”

HERALD readers no doubt laughed at this topical week-end comment by Weg about loutish behaviour on trains. We hoped our travellers would only laugh too; we didn't. The situation behind the cartoon is bad business for us all.

That a handful of undesirables who don't know how to behave themselves and don't care about the comfort of their fellow travellers can frighten away our customers is a tragic situation, for which the community itself pays.

Unhappily for our business, too, is the fact that these attacks, though rare, are highlighted in the Press. Actually, train travel is remarkably safe; for one assault, another 20 million trips are made free of molestation. There is far greater risk of attack walking down the street, even greater danger from lunatic drivers when you travel in a car.

What concerns us, though, is whether the train pests, when caught, will be dealt with in a manner that will deter them, and others, from further frightening away our much needed traffic.

Not long ago, a youth—he was already on probation—was convicted of offensive behaviour, using indecent language, and resisting arrest on a train. The Court put him on probation for two years. This prompted the Chief Secretary (Mr. Rylah) to say that: “When the Government is concerned with cutting out misconduct on trains, the decision of the Court is hard to understand”.

Support for stronger action against louts has also been urged by the Country Women's Association.

Fortunately, later Court sentences have been more realistic—one youth gaoled for 14 days for offensive behaviour in a railway carriage; four youths given a similar sentence, and another youth 28 days, for offensive behaviour at Flinders Street station.

A point of interest is that, although it sometimes happens that charges of misbehaviour on trains cannot be laid—from lack of identification, or other cause—it is often found that such offenders are travelling without tickets. And some courts are now taking a more serious view of that offence, as can be seen from fines of \$30 each imposed last month, by a suburban court, on each of eight defendants charged with travelling without a ticket. Another person who was also found guilty of this offence, and, in addition, gave an incorrect name and address, was fined a total of \$70.

Special squads are on the trains to detect misbehaviour, but their work is useless unless supported by deterrent court penalties.

When there's litter near the line it's

DOWN WITH THE DUMPERS



This type of dumping blocks drains.



Rubbish that could harbour vermin.



An unsightly mess that brings complaints.

EVERY year the Department has to use half the vehicles of 22 special maintenance trains, and 100 motor trucks to carry away rubbish illegally dumped alongside railway lines.

The rubbish in these trains and trucks, if scattered to a depth of about two inches, could completely cover nearly 40 average size house blocks. This means that every 10 years the Department has to dispose of enough illegally dumped rubbish to cover a medium size country town.

The trouble caused by the dumpers is more than the work and cost of keeping the tracks tidy. The real problem is in removing the rubbish in time to prevent danger to passengers' lives and serious damage to trains and signalling equipment.

Also the Department suffers embarrassment, and often unfair publicity, when local municipalities, health authorities, and the public complain about rubbish on railway property.

Rubbish can block track drainage systems, and this can cause the flooding and weakening of track foundations and the washing of debris into points, crossings, and interlocking equipment, thus creating the risk of derailments or train delays. Metal fragments can also cause short circuits in electrical signal equipment and—particularly when refuse is tossed into cuttings—may even short circuit overhead power wiring.

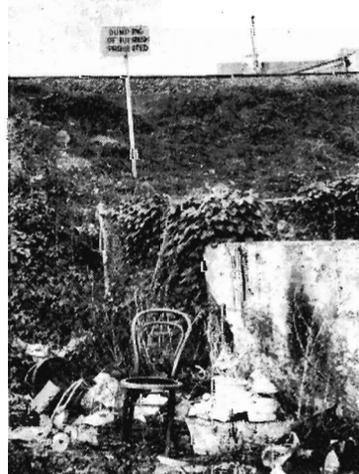
Illegally dumped rubbish is collected and taken to the Department's 10-acre Brooklyn tip. This rubbish alone accounts for about 15 per cent of the tip's contents.

Notice boards, that clearly state the prohibition of rubbish dumping, are displayed in those places where the offences are most prevalent. Also the Department is continually on the look-out for offenders and does not hesitate to prosecute them for the maximum penalty—a fine of \$40 under the by-laws.

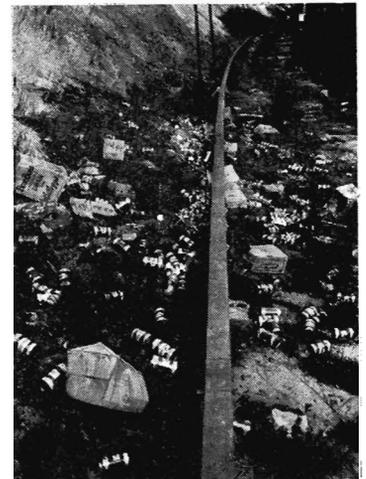
However, in case offenders think that the by-law fine may be worth paying in place of the cost of the legitimate disposal of rubbish, they should consider that the Department has recourse to other laws. For example, if an injury to any passenger or railway employee or damage to railway property results from dumped rubbish, the offender may be prosecuted under the Crimes Act (carrying heavy fines or gaol penalties), or be sued in a civil action for the cost of the damage caused.

Any railway employee should immediately report any instance when it appears that rubbish is being illegally dumped on railway property.

When there's litter near the line we must strive to "down the dumpers" every time.



Dumpers show contempt for warning signs.



Tin cans are dangerous near signal cables.

SAFETY CONVENTION



Dr. Loris Figgins shows a model used in instruction on the correct method of lifting to (from left) Messrs. L. A. Krausgrill (Distribution Engineer), W. H. Chapman (Manager, Newport Workshops), A. W. Thomson (Assistant Comptroller of Stores), and R. W. Penrose (District Superintendent, Ballarat). This exhibit was awarded the plaque for "the display that in the opinion of the delegates best demonstrated a significant contribution to industrial safety".

A large and representative group of railway officers attended the Victorian Industrial Safety Convention held at Monash University from May 23 to 25. Over 60 supervisors from all branches of the Department were among the 2,000 industrial managers—some from interstate and overseas—who were at the convention, which is the largest of its kind held in Australia.

The Public Utilities session was chaired by Mr. E. P. Rogan, Deputy Chairman of Commissioners, and that for Fire Prevention and Fire Protection by Mr. K. A. D. Smith, Engineer of Machinery and Water Supply.

Opened by the Governor, Sir Rohan Delacombe, the convention was a joint effort by the Government, public utilities, private industry, and trade unions.

The theme of the convention was "Managing Safety is Good Business". A glance at some of the papers that were presented by 114 speakers at 30 sessions, reveals the thorough coverage of this subject that is so important from both the humane and economic aspects. There were papers on safety in the food, chemical, meat, oil, plastics, rubber, electrical, and other industries; on public utilities, radiation, mobile cranes, noise, and eye protection, as well as a number on more general subjects.

INTERSTATE CONTAINER SHIPS

IT has been made clear that Melbourne and Sydney ports will initially handle all container traffic for Australia, with perhaps the exclusion of Western Australia. Looking at the shareholdings in the companies recently formed to handle overseas shipping containerization in Australia, it can be surmised that servicing of other ports will be attempted by coastal feeder ships.

However, it is very doubtful whether the feeder ships would have the flexibility that the railways can offer on interstate routes, to meet surges of traffic that can disrupt the most carefully prepared schedules of overseas ships.

With the less complicated coastal container shipping service now operating, the railways are clearing excess loading that would otherwise have to wait unduly long for the next journey of the container ship. The Victorian Railways have the adapt-

ability and flexibility to do this, but only at the cost of capital commitment not fully employed.

The Victorian Railways have designed an economical high speed container wagon which can be marshalled into high tonnage train loads, capable of providing a 16-hour service between adjoining capital cities. Given 12 hours for loading or unloading, the return trip can be completed in 44 hours. Actually, this time is bettered on the Melbourne-Sydney Flexi-Van service. It would be unrealistic, however, to build a large fleet of special vehicles unless there was a reasonable prospect of constant use.

Only the shipping consortiums can provide the factual information that will enable the Victorian Railways, and indeed railways of Australia, to embark on a programme of rolling stock construction that will match shipping requirements and

enable the railway cost for both interstate and intra-state container traffic to be assessed.

One thing that can be said with certainty is that the railway rates can be competitive and the service as reliable, speedy and efficient as alternative transport agencies—factors necessary for the successful operation of an overseas container service confined to only a couple of major ports in Australia.

Although containers so far handled by the Victorian Railways are not of the 20 ft. x 8 ft. x 8 ft. category contemplated for overseas movements, the successful adaptation of equipment to handle the large variety of containers at present railed leaves little doubt as to the railways' ability to handle any type of overseas container. (From address given to the Melbourne Junior Chamber of Commerce, by Mr. H. D. Chandler, Deputy Chief Commercial Manager)

TEST OF AUTOMATIC TYPEWRITER



During testing, Typist Margaret Wild operates the automatic typewriter while Typist Christine Burns positions the *edit control*. In actual operation, only one typist is necessary.

AN interesting machine tested recently by the Management Services Division, for possible application to Departmental work, was an automatic typewriter. This is an electric typewriter that punches paper tape (or cards) as material is typed. When the punched tape is fed through the photo-electric reader of the machine, the typewriter then accurately re-types the material—at the high speed of 175 words a minute. By using an *edit control*, the tape can easily be revised, new paragraphs added, and so on.

Some of the ways in which the machine can be used are:

- automatic typing of fixed information interspersed with variable or additional data;
- automatic typing of material from a prepared file of paper tape;
- build up of letters, etc., from a file of standard paragraph paper tapes;
- repetitive automatic typing from a looped tape.

PASS PRIVILEGES INCREASED

As from July 1, 1967—

- officers and employees of the Victorian and other State railway systems are eligible for passes over Commonwealth Railways' lines and
- dependent children (who have not attained the age of 18 years) of officers and employees are eligible for inclusion on intersystem passes, except for travel in Queensland.

Dependent children included on passes must be accompanied by at least one parent when travelling interstate.

All dependent children under 18 years are to be shown by the officer or employee on his application for interstate pass.

As is the case with the present Commonwealth System privilege ticket arrangement, accommodation for pass holders on the Trans-Australian Railway will be restricted at certain periods of the year, and the existing procedure for bookings and allotment of accommodation will be [continued].



Mr. L. Lynch, Controller, Management Services Division, loads paper tape into container. Tape at left of machine feeds into the photo-electric reading unit; tape at right feeds from the punching unit.

LAST month, *News Letter* interviewed one of the oldest retired railwaymen in Australia—Mr. Charles Dunstan, aged 96, who retired from the V.R. in 1936, and is now living in a Melbourne suburb. In good health, and with undiminished faculties, Mr. Dunstan readily recalled facts and figures of 80 years ago, without consulting a single note.

He was born on January 6, 1871—10 years after the Burke and Wills expedition set out—and started work at the Melbourne Goods Sheds in 1887. He is a link with the days of kings and emperors. Queen Victoria was then the sovereign of an empire “on which the sun never set”; a Kaiser was in Berlin, and a Tsar ruled Russia.

A year after young Charles began at the Goods Sheds, applications were called for a job at Echuca Wharf. Twenty-three applied, but having superior qualifications, he received the appointment.

“It meant a big rise”, recalled Mr. Dunstan, “from £65 a year to about £156”.

Echuca, in those days, was a busy port through which poured the produce of the Riverina and northern Victoria. After Melbourne, it was Victoria’s busiest port. At the wharf, the railways employed gangs of labourers to transfer goods between the steamers, barges and the train. A fleet of up to 40 steamers traded along the Murray from Echuca to South Australia, and into N.S.W. along the Darling, Murrumbidgee, and Edwards Rivers.

“They’ve sent a boy”

In 1888, at the start of the busy season, Charles arrived at that bustling railhead.

His reception was dismaying.

The busy Superintendent looked the 17-year-old youth up and down, and exploded.

“I asked for a *man* and they’ve sent me a *boy*.”

He took the lad to the 1,000-ft.-long wharf, and pointed to steamers and barges tied up awaiting discharge of their cargoes, mainly wool.

“There’s five thousand bales of wool to be unloaded. Do you think you can manage that” he asked.

“Well, I’ll try” was the modest reply.

Undeterred by the magnitude of his new task, the youthful Dunstan arranged for overtime to be worked.

“We had 40 casual labourers, two tally clerks, and a foreman who was deaf. On overtime they usually worked from 5 in the morning till



Mr. Dunstan still enjoys his cigar by the fireside.

10 at night. The casuals were paid 1/- an hour—nothing extra for overtime”.

More steamers were arriving as the old ones were unloaded, but by the time the Superintendent paid his next visit, all the wool had been cleared.

The “boy” had proved himself as good as any man.

“The railways collected stevedoring charges of 2d. a bale of wool. Each steamer carried about 40 or 50 bales, and hauled a barge carrying 1,000 bales. There was a crew of five men on the steamer and one on the barge. They could go over 1,000 miles up the rivers, as far as Bourke in N.S.W.”, said Mr. Dunstan, the figures tripping off his tongue as easily as though they related to the last year instead of the last century.

“Altogether we took in about 90,000 bales of wool each season, and thousands of bales of hides and skins, as well as fruit from Mildura. On the return from Echuca, the steamers would load up with stores for the stations. They had to order supplies for a year, as the rivers were only navigable for six months.”

“We loaded about 60,000 bales of wool a year, from the Murrumbidgee area, and about 20,000 bales each from the Edwards and Darling rivers.”

Wool by camel

“But”, he chuckled, “wool from the Darling river was not very popular with the men. No one liked handling it, as it stank of camels—the plodding camels that had carried it on their backs from the sheep stations to the steamers.”

“There were about 43 rough and tumble pubs at Echuca in those

days, open till midnight or later.”

“Ah”, we interjected, scenting some colourful stories, “there must have been some wild nights at those grog shanties—a few fights, eh?”

“No”, he replied, shattering one of our cherished illusions, “the men from the steamers and the town were generally well behaved.”

Treated fairly

It was evident that Mr. Dunstan’s ideas of staff management were far ahead of his time.

“I always found that treating the men well gave the best results”, he said.

On one occasion he was asked by a supervisor why he had never reported any of the men under his charge.

“Because I don’t need to—they do a good job, as they’re treated fairly”, was the reply.

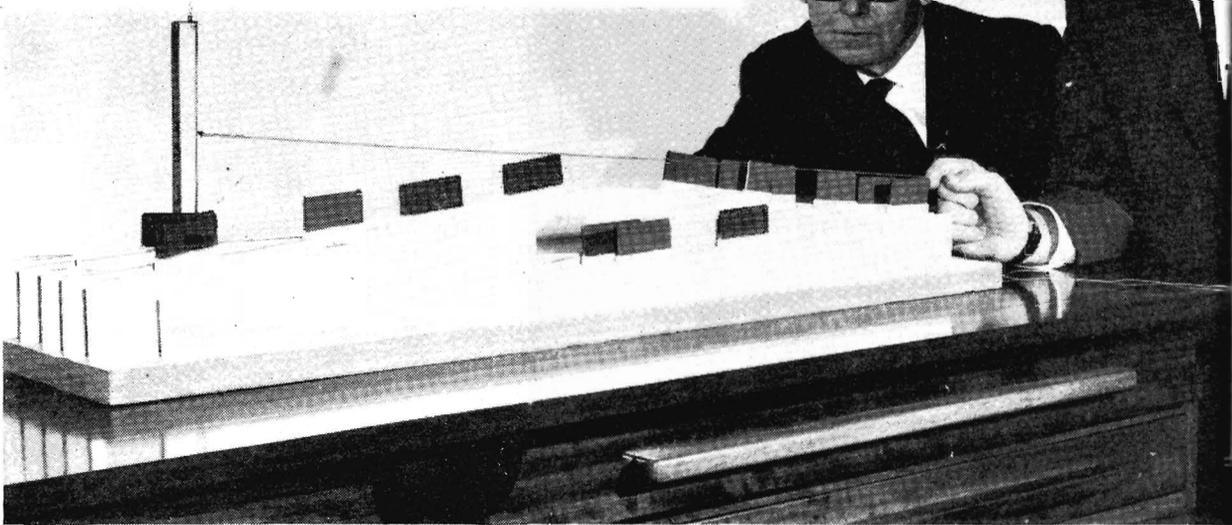
He became Officer-in-Charge of Echuca Goods, and remained there till 1913. Later he was Chief Booking Clerk at Geelong, and Chief Clerk in the Maryborough District Superintendent’s office.

“I always found railway work very congenial,” said Mr. Dunstan, drawing reflectively on his cigar, “in fact, I enjoyed working in the Department.”

He proudly added that, during his entire 49 years’ service, he had worked under direct supervision for only about three years.

Mr. Dunstan is the brother of a former Premier of Victoria, and the father of two sons who were in the Department—Vernon (former Acting Chairman of the Staff Board), and the late Albert who was Assistant Staff Clerk in the Way and Works Branch.

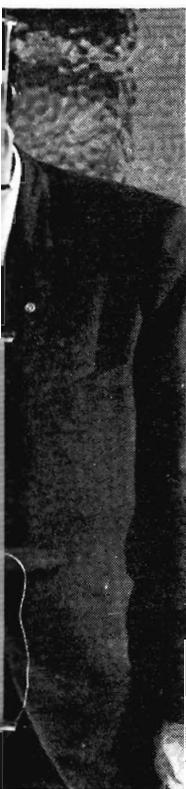
VIEWS OF NEWS



HUMP VIEW : How high must the operator in the West Tower be to get a view of the hump in the Melbourne Yard re-arrangement? Commissioner (left), and Mr. G. F. Brown, Chairman, examine a model of the hump area made from cardboard by the Commercial Department and Works Branch. The horizontal scale of the model is 40 ft. to the inch and the vertical scale 10 ft. to the inch. The dark blocks represent wagons, and with the use of a piece of cotton, the model reveals the height at which the control tower, which will be called West Tower, is built to give the necessary visibility over the area.



ALL-BRAMBLES TRAIN : Loaded entirely with general merchandise for Brambles, this train, with 700 gross tons, left Dynon on June 1st.



Mr. L. A. Reynolds
...ing section of the
...board rectangles
... Tower, must be



24, for Alexandria, N.S.W.



ROARING TWENTIES : It was back to the *Roaring Twenties* for the Railway Ball held last month at the St. Kilda Palais de Danse, and quite a number of the 1,300 who attended were in costume. Good floor shows were put on by Greg Anderson (of Showcase 66), Shirlene Clancy, and the Olive Wallace dancers.



◀ Les Wignall (*left*), Assistant Ambulance Officer, and Harry O'Brien, Accountancy Branch, share a joke with Mrs. Wignall (*left*) and Mrs. O'Brien.



Photographic Assistant Bruno Tronconi (*left*) and Publicity Photographer Roger Hayne relax between shots.



◀ Greg Anderson has just cut with his whip a cigarette obligingly held between the lips of Ron Newey (*left*) and Keith Winfield (both from the Telephone and Telegraph Section).

ARE TAXES ON ROAD HAULIERS UNFAIR?

THIS question was answered by the Chief Secretary, Mr. A. Rylah, in the *Melbourne Herald*. Some extracts, of particular interest to railway staff, are published below.

... To build and maintain arterial roads costs vast sums of money. Where does it come from?

Apart from amounts received from the Federal Government by petrol and diesel tax—far less than is paid by Victoria—the money is raised in Victoria by motor registration and associated fees, and by charges imposed under the provisions of the Commercial Goods Vehicles Act.

Two-thirds of the registration fees collected, and the whole of the road maintenance contributions collected under the Commercial Goods Vehicles Act, are paid to the Country Roads Board's fund for the maintenance of the State's roads, and one-third of the registration fees are paid to the Roads (Special Projects) Fund.

Whether we are motorists, truck owners or interstate hauliers, we all contribute by way of petrol tax or diesel tax to the road.

But of course everybody knows that the Victorian road user gets back but a small proportion of his contributions under the Federal formula for distribution of these taxes.

Every private motorist in Victoria, every owner of a motor car used in business, every owner of a panel van, a small truck and a large truck used for the delivery of goods in Victoria pays registration fees, and if his vehicle is used for the carriage of goods, pays licence fees and permit fees, and all contribute to road improvements financed from the Special Projects Fund.

The interstate carrier

But what is the position with the interstate carrier!

He pays petrol or diesel tax of course, but if his vehicle is used for commercial purposes and has less than a 4-ton capacity or it is a passenger bus, he pays nothing, except \$1 for his number plates.

If it is a commercial vehicle over 4 tons, he pays a small road charge—this "iniquitous tax" as it has been referred to recently.

He pays no registration fees, and gets the registration of his vehicle free.

He does not contribute to the Special Projects Fund, but takes advantage of all the improvements that are being done through that fund to the main highways.

He includes his road charges in the prices he charges his customers or, if he does not, he quotes cut prices to the detriment of his competitors.

Last financial year the Government authorised expenditure of more than \$2,500,000 from the Special Projects Fund.

Hauliers benefit

This money was spent on the improvement of the main highways. The interstate haulier gets the benefit of all these improvements and contributes nothing towards them.

He is being subsidised by the Victorian motorist, you and me, and is competing with our railway system, and you—the taxpayers—have to make up the difference.

Some reported statements in relation to two interstate operators who were imprisoned have suggested that road charges are unduly high, but is this so?

The charges are based on the ton-mile principle, but only 40 per cent

of the load carrying capacity is taken into calculation—a generous allowance to provide for the eventuality of trucks being unable to obtain return loads, or travelling partly loaded.

Consider a typical semi-trailer of a total weight of 20 tons operating between Melbourne and Sydney.

Under the charges imposed by the Transport Regulation Board, this operator would pay a total of less than \$36 for the round trip Melbourne to Sydney, and of this Victoria, because of the mileage involved, would receive about \$13...

Unfair advantage

... Road operators are the principal competitors of our State-owned railways, and to permit any individual haulier to use the State roads and escape the payment of charges is to grant him an unfair advantage in this competitive situation, and, indeed, an unfair advantage at the expense of the community...

COMPUTER USED BY Q.R.

QUEENSLAND Railways' engineers are using a computer to simulate train trips over the new Moura-Gladstone railway.

The 110-mile Moura line, built for the Q.R. by the Thiess-Peabody-Mitsui group, is scheduled for completion in April next year. It will carry trains of a gross weight of 3,795 tons—easily the heaviest to run in Queensland.

The Q.R. engineers have been using the GE225 computer at the Queensland University, as well as the Department's new 360 Model 30 computer, in recent analyses.

The GE225 was used to estimate section running times for two classes of trains—coal and freight—which will operate on the new route.

The computer programmes have been carefully checked by comparing simulated train performance with that actually measured on an instrumented trial run of a train on the north coast line between Petrie and Gympie.

The computer-calculated times exceeded the measured running times by only a small margin.

A wide variety of other railway investigations are being carried out on the computer.

Problems associated with the performance of locomotives, which normally took weeks to solve, have been analysed in about 20 minutes with the aid of the computer.

Investigation of forces acting between adjacent wagons on goods trains have also been made. The result was an accurate analysis instead of the former approximation.

Another vast improvement over former time-consuming manual calculations was the use of the computer to optimize designs for bridge piers, and for the design and analysis of certain types of communication circuits.

The computer programmes will be extended to assist in solving a wide range of technical and engineering problems.

—(*The Australian Financial Review* 21.6.67)

STATION AND DEPOT DECORATION PRIZES



Signal Assistant C. H. Weaver

HIGHEST points in the State (98) for the 1966 competitions for decoration of stations, depots, barracks, and rest houses, were gained by Foster. The station was awarded first prize in the Eastern District section for maintenance of stations and station yards (with piped water supply). The prize was shared by the stationmaster, Mr. H. J. Weaver, and his son Colin who was a station assistant at Foster until his transfer, this year, as a signal assistant at Meeniyah. Mr. Weaver has been Foster's S.M. since 1958, and for the past four years the station has been awarded first prize in its section for these competitions.

Prizes totalling \$2408 can be won in this year's competitions. The individual prizes range from \$10.50 to \$51. On request, trees, shrubs, and advice are provided free by the Departmental Nursery (telephone 81J).

The names of all prize winners for the 1966 competitions appeared in Weekly Notice No. 22 of 30.5.67.



Stationmaster H. J. Weaver

NEW C.R. INSTITUTE BUILDING

THE Railways Institutes of Australia and New Zealand are a very closely knit brotherhood, so that it was not remarkable that representatives of institutes in Queensland, N.S.W., Victoria, S.A., and W.A., attended the official opening on May 20, of Commonwealth Railways Institute's new headquarters building at Port Augusta.

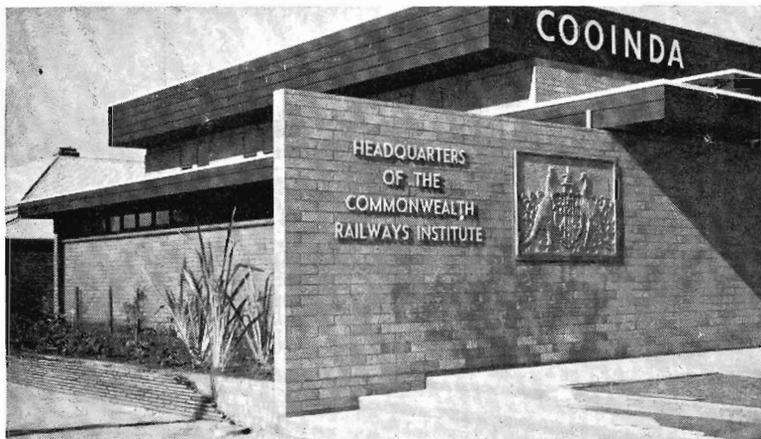
The V.R.I. was represented by

Messrs. M. McKenzie (General President) and F.M. Mitchell (General Secretary). The building was opened by Mr. K. A. Smith, Commonwealth Railways Commissioner, and the ceremony closed with the official turning on of a decorative fountain that was presented by the Rotary Club. Set in lawn surrounds, the fountain is flood-lit at night, and the water assumes varying formations.

Cooinda—aboriginal for "happy meeting place"—is the happily chosen name for the C.R. Institute's new headquarters. The impressive building comprises a social hall and theatre with teak stage and furnishings, a room for meetings, a library, air-conditioned billiard room, offices, and well-appointed bar.

In the evening, a cabaret ball was held at which the band consisted entirely of railway staff, vocal items also being supplied by railway people.

On the return road journey from Port Augusta to Adelaide, a barbecue in the Flinders Ranges was arranged for all the representatives by the C.R. Institute.



Entrance of new building

POSTERS IN OILS

AT a recent art exhibition by National Gallery students, one of the paintings depicted a man waiting on a railway platform. The background of the picture consisted of a faithful reproduction of well-known V.R. posters promoting off-peak tickets, beach travel, and *South-eastern Aurora*.

WRITING ABOUT RAILWAYS

RAILWAYS were a stepping stone in the literary success of one of Australia's leading writers, Patsy Adam-Smith.



In her first book *Hear The Train Blow* she tells how she was born into the railway scene in Victoria and began to absorb a wealth of writing material about railways and railway people.

"Dad worked on the line as a fettler; his section was the flat long miles skirting the Hattah Desert country at Nowingi. My mother was stationmistress cum postmistress at Nowingi. This office served Kulkynne cattle station 12 miles away. As far as the eye could see there was only one house besides ours, that of another fettler and his wife. This woman looked after the office when Mum was in Melbourne. In the crowded, laughter-filled days of my childhood I never thought it strange that Mum should go down to Melbourne only one day before my arrival and return as soon as I could travel."

This was the start of Patsy's railway childhood that eventually covered nearly every district in the State and led her to learn her three R's in 13 different country schools. Railway men and women will quickly grasp the realism of Patsy Adam-Smith's characters and situations. Also, any non-railway reader would soon be enlightened about the real nature of the railwayman's job and the close ties it has to the lives of his family. (*Hear The Train Blow* is available for borrowing from the V.R.I. library).

Hear The Train Blow spans Patsy's railway life from the first memories of childhood to her middle 'teens. But that book does not have her last words about railways. There's more to come.

This year she will be publishing her second railway book *The Rails Go Westward*; her account of an 11,500-mile trip on railways all over Australia to meet railway people.

Writing to *News Letter* she says, "When I set out in the beginning of May (1966) I hoped to find enough material for one book on the Australian railway systems. I have returned, after eating, drinking, sleeping, walking, riding, talking, studying (and yes, at times, cursing) railways day and night for eight weeks with material for two books, 12 feature articles, notes for public lectures, and three note-books which I haven't yet sorted out . . ."

Patsy Adam-Smith's third book on railways will be about Australian

railways folk-lore. It will be a collection of railway tales handed down by the generations of railwaymen on all systems. She has many stories on hand but says that there must be just as many she has not heard and which could be resting in the memories of present day railwaymen. She would like to hear of amusing or interesting incidents from any railwaymen who could write to her at Box 245c, G.P.O., Hobart, Tasmania.

Other books by Patsy Adam-Smith are *Moonbird People*, a story of Bass Strait Islanders, and *There Was A Ship*, that tells of her experiences as a member of the crew of a ship trading between the east coast of Tasmania and Bass Strait.

Patsy Adam-Smith has a regular weekly "spot" in the show, *Telescope*, in Hobart, writes full time for newspapers and magazines, and gives lectures on magazine writing for the Tasmanian Adult Education Board.

N.S.W. "AUTOMATED" TRAIN

THE N.S.W. Railways have designed what is believed to be the first "automated" train of its kind in the world, to erect steel masts on the \$5 million Campbelltown electrification project.

The unique construction train positions the masts for overhead wires by production line methods. It is now in operation on a 17-mile electrification project between Liverpool-Campbelltown, Glenlee, due for completion by March, 1968. About 1,000 masts will be required.

Special machinery on the train :

- bores a hole alongside the track,
- lifts into position the steel mast from an adjoining rail wagon,
- packs the hole with blue metal, and
- finally pours in cement and sand grout to form the concrete base for the mast.

The whole operation is completed in 30 minutes.

The machinery for boring the holes, standing the steel masts, filling the foundation hole and finally grouting to form the concrete base, is so spaced on the 800-ft. long train that the operations are performed simultaneously.

Of 12 vehicles, including a brakevan and amenities carriage for the

crew of 16 men, the train operates on one track for up to five hours on weekdays and 10 hours on Sundays. All passing trains use the other track of the double line during these times.

The train will also bore foundations for other types of steel structures and fill them with ready-mixed concrete transported from Campbelltown in concrete mixers mounted on wagons on the special train.

After completion of the masts, a special overhead wiring train will follow to erect catenary and contact wires, and other fittings to hold the wiring in position.

(*The Australian Financial Review*)

GREY GHOSTS

THE *Rhodesia Railways Magazine* carried an appeal asking the public for guard dogs. "Particularly suitable is a rare kind of Weimaraner, known as the *Grey Ghost* because its unusual colouring makes the dog invisible by night at a distance of only four or five yards. Another characteristic is the dog's piercing yellow eyes". Sounds as though the *Hound of the Baskervilles* has a few descendants in Rhodesia.

The Victorian Railways News Letter

First back

THE first national servicemen to complete their training and return to the Department, began work last month. They were Clerks Peter Blackman (Rolling Stock Branch) and Peter Turner (Accountancy Branch). Both resumed on the same day, June 13.

In Vietnam, Mr. Blackman was a radio operator at artillery tactical headquarters. He joined the railways in 1959, and worked at Newport Workshops, South Dynon Loco Depot, and the Accounts Section; he is now in the Staff Office. Peter has played V.R.I. cricket, and football (with Sunshine seconds), which he hopes to take up again.



Mr. Blackman

Mr. Turner was an armored personnel carrier driver with A Squadron, 3 Cavalry Regiment, a troop that was engaged in many actions. While on leave, he visited Taipei (the capital of Taiwan) which impressed him as "a beautiful modern city, surrounded by mountains". Before call up, Peter was in the Refreshment Services Accounting Office at Flinders Street; he is now at Head Office.



Mr Turner

Sailed through Speed

ASSISTANT Stationmaster T. Casey, of Speed, had an unusual caller at his station last month, in the person of Ernie McGuire, a 66-year-old traveller who is walking his bike around Australia. The bike had a sail mounted on the handle bars, no pedals, and was loaded to the gunwale with three cwt. of luggage. The intrepid "sailor" was on his way to Gippsland and called at Speed to get travelling directions.

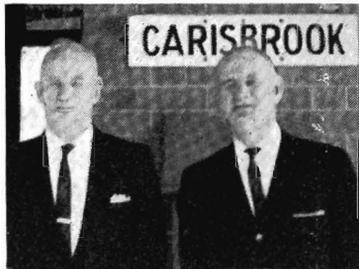
New C.E.E.



Mr. I. G. Hodges (above) succeeds Mr. H. C. Foulkes who retires this month as Chief Electrical Engineer. Mr. Hodges who has been Assistant Chief Electrical Engineer for the past two years, began in the Department as an apprentice electrical fitter in 1939. Awarded a scholarship to Melbourne University, he graduated as a Bachelor of Engineering Science in 1945, and was appointed to the engineering staff. Until 1954, Mr. Hodges was engaged on electric traction and substation design. The work included the design of substation supervising equipment for the Gippsland line electrification. In 1954, Mr. Hodges was appointed Assistant—and later—Engineer of Tests (Electrical).

Mr. Foulkes has been Chief Electrical Engineer since 1965. He began in 1925, with the Testing Division and remained there until the outbreak of war in 1939. Selected for the A.I.F. as 21/C Signals, 1st. Australian Corps, Mr. Foulkes had distinguished military service in the Middle East and New Guinea; he became a Colonel and was awarded the Efficiency Decoration. On return to the Department, he was appointed Distribution Engineer. Additional details of Mr. Foulkes' career were in June 1965 *News Letter*.

Twins retire



Messrs. R. E. Trickey (left) and L. C. Trickey both retired on the same day; they are twins. Mr. R. E. Trickey began as an apprentice fitter and turner at Jolimont Workshops in 1920, was at Bendigo Loco for 35 years, and retired at Bendigo Workshops. His brother, Assistant Stationmaster L. C. Trickey, joined at Bentleigh in 1919, and had been at Carisbrook for the past 42 years.

Guide and friend

ONE of the best known members of the V.R. staff worked about 18 miles from the nearest railway line. He is Mr. W. (Bill) Marriott who has retired as Escorting Officer at Mt. Buffalo Chalet. He was not only a guide but also a friend to the many thousands of guests who visited the Chalet during that period. So much so, that a number of guests who had been Christmas visitors at the Chalet, gave Bill a private farewell of their own, in Melbourne. It was held at the home of Mr. and Mrs. R. Kingsley, in South Yarra.

Bill first came to Mt. Buffalo as a percussionist in a dance band, to play in the ballroom. He had learnt drumming when he was in the Irish Guards, before coming to Australia, and had played with orchestras in Melbourne theatres during the silent film era. He remained at the Chalet, in charge of entertainments, and later became Escorting Officer.



The name Marriott will be remembered on Mt. Buffalo even as its pioneers are. During the past few years, he cleared the original bridle-track up the mountain. Giving spectacular views that are missed by the motor road, this track had not been used for some years. Marriott's Lookout, on the track, commemorates his work. Other jobs Bill has done include placing a cross on the Cathedral Rock, and developing a cricket oval.

As a fund-raiser for north-eastern hospitals, he had few equals. Appreciation of his activities in this field was expressed by hospital representatives who attended the official farewell to Bill at The Chalet.



Mr. T. A. James, Chief Traffic Manager, on behalf of his fellow officers, presents a transistor radio to Mr. Brady (left).

A lifelong interest of Mr. H. R. Brady, who has retired as Officer-in-Charge of the Traffic Branch Discipline section, was badminton. He was president of the Victorian Badminton Association and secretary of the Australian association for 21 years, went to Singapore and three times to New Zealand as manager of Australian teams, and also managed several Victorian teams at interstate carnivals. Other interests of Mr. Brady have been cricket and first aid. He played church cricket for 30 years, during 10 of which he captained West Preston Methodists. In first aid, he holds a gold medal and is a life member of the V.R. Ambulance Organization. Mr. Brady

joined the railways as a junior clerk at Brunswick station in 1918, and worked in the Metropolitan Superintendent's Office for 28 years, and at Head Office for the past 16 years.

Office cleaning

INVENTIONS of every kind are pouring from the patent offices, but it appears that not much change can be made in office cleaning. At any rate, Mrs. D. V. Gitsham who recently retired as supervisor of the Head Office cleaners, said the only real change in cleaning methods during her 25 years in the Department was the introduction of the dust control mops.



Shown at the conclusion of his last trip (Echuca-Toolamba) before retirement, Goods Guard E. J. (Ted) Smart has worked in the north-eastern district for much of his 42 years service. In his younger days, he was active in football, cricket, tennis, cycling, and fire brigade work. Mr. Smart, who was given a well-attended public farewell at Toolamba, is now living at 6 Burke and Wills Place, Wangaratta, where he will be glad to welcome any of his old friends.

Reunion



Picture shows a most successful function in the Princes Gate restaurant, when the 1927 V.R. apprentices recently held a reunion. Eighty-five were present, and apologies were received from a number who could not attend—some from as far as South Australia and A.C.T. This was the first occasion that such an evening was held at the new restaurant, and the organizers expressed great satisfaction with the pleasantly appointed room, and the service they received. At the conclusion of the function, it was decided to hold another during April 1969.



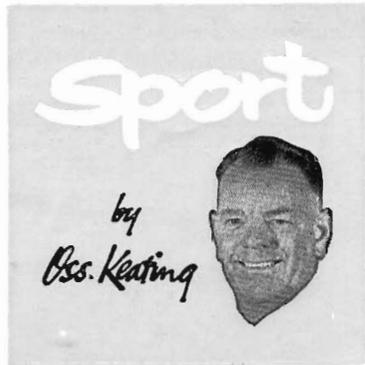
At Caulfield, Stationmaster H. Gillard bids farewell to Mr. Simmons (right)

MR. LEO SIMMONS, who recently retired as A.S.M. at Caulfield, recalls with pride his days at Elwood tram depot. The last of the depot's Assistant Tramway Inspectors, Mr. Simmons was responsible for all the tram rosters.

Starting in 1919 as a lad porter at Box Hill, Mr. Simmons has served

at almost every station in the metropolitan area. He was also President of the Officers' Division of the A.R.U.

In retirement, Mr. Simmons will holiday overseas for seven months, and on his return, continue gardening at his Burwood home. Any other spare time will be fully occupied with his 11 grandchildren.



Intersystem Golf Carnival

I was pretty confident when I farewelled our carnival team at Spencer Street as they set off for Perth, that we would bring home the bacon. However this was not to be, and we had to be content with our share of individual trophies. All teams arrived in Perth on the Sunday and were tendered a welcome buffet dinner at the W.A.G.R.I.

Competition started on Monday, when an 18-hole individual stableford event was played at the Cortesloe Golf Course. The first trophy of the carnival went to Victoria in the person of R. Turner who won on a count back from N. Hill (N.S.W.).

On Tuesday, three trophies were competed for—an 18-hole individual stroke event, the Diggers and the Veterans events. On this day the only trophy we picked up was by Harry Whelan, who was runner-up in the A grade section of the stroke event. The Lake Karrinyup Club was host on this day.

After a free day on Wednesday, players went to Mt. Lawley Golf Club on Thursday where the first rounds of the Commissioners' Shield and the Tintara Cup—between Victoria and Commonwealth and Queensland and W.A. were played in the morning. N.S.W. and S.A. had the byes. Morning winners were Victoria and Queensland, and in the afternoon N.S.W. were matched against S.A. and the Vics. played Queensland. Unfortunately for us, the Banana Benders were too strong, and we were eliminated from the major event of the Carnival. In the other semi-final, N.S.W. were too good for S.A. On this day, a bogey event was played for non-members of the competing teams, and R. Turner picked up another trophy when he was runner-up to A. Robinson of Queensland.

On Friday, a four ball—best ball was played on the Mount Yokine

RECENT RETIREMENTS...

ROLLING STOCK BRANCH

- Zampatti, M. J., South Dynon
- Green, P. T., Newport
- Hearn, J., Ballarat North
- Shuttleworth, E. B., Bendigo
- Christie, A. R., E. R. Depot
- Gay, H. V., Ballarat
- Every, J. E., Bendigo North
- O'Callaghan, W. J. L., Newport
- Hatty, L. G., North Melbourne
- Taylor, J. L., North Melbourne
- Dean, C. H., Bendigo North
- Ditchfield, J. A., Ballarat North
- Sellan, F., Shelter Shed
- Bishop, A. J., Newport

TRAFFIC BRANCH

- Findlay, R. H., Melbourne Goods
- Forster, H. C., Geelong
- Seddon, J. McG. Bendigo
- McCluskey, C. W., Head Office
- Casey, J. B., Bendigo
- Ferrie, W. M., Essendon
- Kane, W. A., Newport Goods
- Dunstone, L. C., Spencer Street
- Rook, A. E., Geelong
- Kavanagh, E. M., Melbourne Goods
- Edwards, J. W. T., Flinders Street
- Hampton, H. J., Telegraph Office
- Wernham, R. V., Ticket Checking Div.

WAY AND WORKS BRANCH

- Staver, P., Spotswood
- Burgio, A., Spotswood
- Schwenke, V., Wangaratta
- Duck, G. R. H., Laurens Street
- Pope, R. A., Flinders Steret
- Corboy, (Mrs.) M. E., Preston
- Padfield, S. M., Flinders Street
- Hellyar, C. H., Maryborough
- Maccione, C., Seymour
- Williams, A. A., Bendigo
- Waters, A. J., Braxholme
- Hubbard, W. J. C., Special Works
- Maskiell, G. C., Flinders Street
- Lloyd, G. J., Bandiana

- Taylor, S. J., C/o Bonding Supvr.
- Bernard, J. V., Laurens Street
- Nichols, C., Glenhuntly
- Minett, G. E., Geelong
- Stewart, J., Special Works
- Merton, L. F., C/o Foreman Plumber
- Bellamy, A. C., Port Fairy
- Willis, W. E., Moulamein
- Roberts, E. W., Laurens Street
- Campbell, W. E., No. 3 Relaying Gang
- Drever, E. G., Bowser
- Conder, B., Caulfield
- Taylor, R. E. M., Royal Park
- Cox, E. J., Flinders Street

STORES BRANCH

- Nockold, F. S., Jolimont Workshops

ACCOUNTANCY BRANCH

- Thompson, J. C., Head Office

NEWS LETTER REGRETS

TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH
 Russell, F., North Melbourne
 Jageurs, G. K., North Melbourne
 O'Shaughnessy, R. J., Newport

TRAFFIC BRANCH
 Buckley, W. M., Melbourne Goods
 Barnes, C. J., Melbourne Goods
 Whiteman, R., Melbourne Goods
 Bayley, L. B., Melbourne Goods
 Ward, H. V., Flinders Street
 Riseley, J. M., Warragul

WAY AND WORKS BRANCH
 Emms, W. R., Caulfield
 Bull, K., Sale
 Fowler, V. T., Warragul
 Lockwood, J. J., Spotswood
 Baran, B., No. 2 Relaying Gang

course and again we picked up a runner-up trophy by A. Hoffman. A free week-end, then the final of the Commissioners' Shield on Monday—won by N.S.W. from Queensland. On Tuesday, the A, B and C grade championships were played at the Mt. Lawley course, and again we were able to win another two trophies when H. Humphries and I. Dawkins won the B and C grade sections respectively.

In the evening, all visitors attended the farewell dinner and the following day left for home. While disappointed in not bringing home the big shield, I feel they acquitted themselves pretty well, but it looks as if we will need more low handicap players for the team. We should be able to do this at the 1969 Carnival, when we will be on our home ground, Melbourne.

Our congratulations go to N.S.W. on again winning the Shield, and to Bob Vendy (manager) and Bob Richards (our Institute representative) for the fine job they did in the west. In closing, I would like to thank Bob Vendy for his help and co-operation over the past few years as Hon. Secretary of the V.R.I. Golf Club, and who, for personal reasons, has had to stand down this year. Our best wishes go to Allan Collins, who has taken on this job. I am sure the club's affairs are in the most capable of hands.

Football

IN near perfect conditions, the annual football match between the Australian Postal Institute and the V.R.I. was played at the South Melbourne Cricket Ground on Wednesday, June 21. It was evident as the teams ran out on the ground, that Postal, probably remembering the mauling they had received from us in '65 and '66, had selected a much bigger and stronger side than they had previously fielded, and that our fellows would have a job in front of them to control the packs and win in the air.

The opening quarter produced scrambly football, both teams taking longer than usual to settle down, but on the few occasions that we did manage to open up the game, V.R.I. looked the better side. Allard was putting up a great battle in the ruck, but our rovers were not able to break away often enough and Wilson, our full forward, although playing strongly, was having to go too far out to get the ball. The quarter ended with V.R.I. 1-2, leading A.P.I. 2 behinds.

The second quarter saw the standard of the game improve, but



In the match against Australian Postal Institute, a V.R.I. player takes a well judged mark.

we suffered a serious set back when Whittington, at centre half-back, suffered a cork leg and had to be moved to the forward pocket. This immediately allowed Heyme (A.P.I.) to take over at centre half-forward, and the Postal boys started firing. At half time, the game was still in the balance, with the scores V.R.I. 4-3 to A.P.I. 3-6—not a big enough lead. After some sound advice from coach Joe McGrath, and a few positional changes during the interval, our blokes immediately took charge on the resumption of play and quickly slammed in two goals, to give us a handy lead of 2-4.

But then came the big match winning effort. Suddenly lifting their game, and with players like Heyme, Wyatt and Webb dominating, A.P.I. started to get on top all over the field, and with the ease of a postman putting letters in your mail box, slammed on 5 goals 4 behinds, to finish the quarter with a handy lead of 18 points. It was a great burst of spectacular football, and our fellows had no answer to the Postal onslaught.

The last quarter was very even, but both sides were very tired. Try as we might, we could not reduce the A.P.I. lead, and the Post Office boys ran out winners by the 18 points. Final scores—A.P.I. 9-13-67 to V.R.I. 7-7-49. Best players for Postal were Webb, Wyatt, Heyme, Palmer and Gray; and for Railways—Power, Allard, Laurrin, McPoyle and Wilson. Goalkickers: A.P.I.—Heyme 2, O'Neill 2, Williams 2 and Fell, Harricks and Gray one each; V.R.I.—Power 3, Whittington 2, Tainsch and Wilson, one each.

At the function after the game, Mr. H. Singleton (President A.P.I.) extended a very cordial welcome to the V.R.I. party which included our Deputy Chairman, Mr. E. P. Rogan, Mr. Commissioner L. A. Reynolds, Messrs. M. McKenzie (General President, V.R.I.) F. McCloskey (Chairman, V.R.I. Sports Committee) and many Institute Councillors. Mr. P. Pearn, President of the V.R.I. Football League was there, and it was also pleasing to see our old friend Des O'Donnell—who was Hon. Secretary of the league for so many years—enjoying the game. Before finishing this report of the match, I must mention the help and support in the organizing and selecting of our team, I received from such great football enthusiasts as Jack Sharpe (Dynton), George Peter and Graham De Young (Newport), and, of course, from coach Joe McGrath and timekeeper Tom O'Neill (both from Newport).

Finally my heartiest congratulations to Postal on a well deserved victory. The series now stand at two all, so look out, next year.

Accountancy v Trams

GOOD judgment was shown by the arrangers of a social football match between a team from the combined Flinders Street and Spencer Street Accountancy Branch sections and one from the Preston Tramway Depot. Weather on the day—Sunday, June 4—turned out to be perfect, and the game was played in a very pleasant setting at scenic Eltham. Victory went to the Accountancy Branch team by one point—10.10 to 10.9. (J.M.)

VICTORIAN RAILWAYS

NEWS LETTER

AUGUST



1967



Guide lines

WHITE guide lines were painted near the edge of Flinders Street station platforms last month. The lines show passengers, particularly in peak times when they are lined several persons deep, how far back they should keep when trains are arriving or leaving.

The clearance provided permits passengers leaving trains on arrival at Flinders Street sufficient space to step on to the platform without bumping into waiting passengers.

Such lines are used most successfully in Japan, and were observed in operation there by the Chairman of Commissioners, Mr. G. F. Brown, last year.

Staff recruiting train

THE Medical and Vision Test Car was sent to Gippsland last month, on a staff recruiting mission, visiting Warragul, Moe, Traralgon and Bairnsdale. Interviewed were applicants for local and metropolitan jobs as male station assistants or male and female clerks and clerical assistants.

Another S.G. record

A new weekly train tonnage record on the Melbourne-Albury standard gauge line—92,811 tons was established during the week ended July 22. The previous record for a week's freight operations on the same track was 92,433 tons, set during the week ended February 11, this year. Large consignments of steel and tin-plate for industry were mainly responsible for the new freight figures.

FRONT COVER

TUNNEL PROFILE: (From left) Draftsman W. Wiedemeier, Driller's Assistant B. Pound and Foreman P. Fletcher, of the Railway Construction Board, set up the target to be taken by V.R. Photographer L. Whalley (right) for a profile photograph of the exploratory tunnel off the City Underground test shaft in Flagstaff Gardens. (See story on opposite page.)

V.R. CHAIRMAN COMMENTS

WE WANT IDEAS!

IDEAS are keys to progress, and the V.R., as a progressive provider of public transport, needs more and more ideas to meet the challenges of today and tomorrow.

All of us can think of ways of doing things better . . . of cutting out waste . . . of giving improved service to our customers . . .

Thinking, however, is not enough . . . the ideas must be crystallized and put into practice if they are to produce results.

The Department's suggestions scheme has been designed to do just that.

If you've got a good idea—whether big or small—send it along to the Chairman, Public Relations and Betterment Board, Railways Administrative Offices, Spencer Street. It will be fully investigated and the results will be reported back to you.

If your idea is adopted, it will win you a cash award—unless it's only a very minor matter, or is something which you would be expected to do as part of your job.

There's good money to be had; to date over \$75,000 has been paid in awards to suggestors. Highest

award so far is \$840; other large amounts paid are \$760, \$612, \$528, \$518.

There's plenty of scope, too, in such a large organization as ours. Remember that it's not always the man on the particular job who gets the ideas for improvement—he is often too close, and the other fellow sees the picture more clearly.

But the man on the job sometimes gets such a bright idea that it's worth patenting. If so, the Department will help with the necessary formalities. However, whether the idea is patented or not, he'll certainly gain from his adopted suggestion.

We want to encourage you to submit your ideas . . . and we want to reward you if your ideas are adopted.

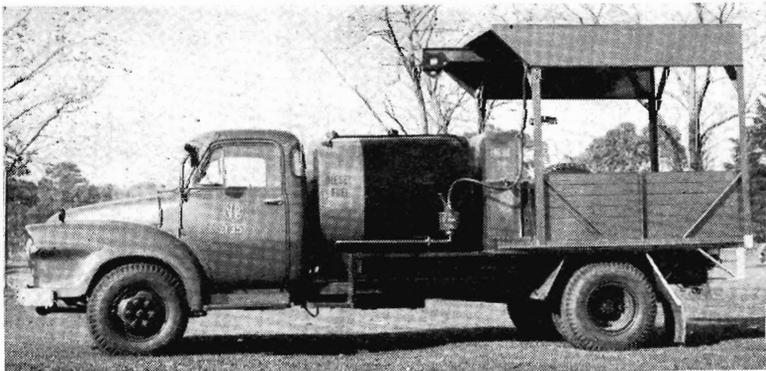
G. 256 forms are readily available for your use, but you can write your suggestion on ordinary paper if you haven't a form handy. Send a sketch with it if it will help explain things.

Start being a "watch-bird", looking for ideas for improvements . . . for the better our service the better for everybody, including you!

Mobile service station

A unique motor vehicle has been added to the Department's fleet. It is a specially designed motor truck that serves tractors in the Dynon, Appleton Docks, and Montague areas, with fuel, oil, grease, etc. It carries 100 gal. of diesel fuel and 300 gal. of petrol, in tanks of different colours, as well as tackle for lifting heavy wheels, a bottle of com-

pressed air for tyre inflation, hydraulic brake fluid, and other items. In designing the vehicle, special attention was given to safety. The driver's cabin has a flame-proofed wall, the chassis wiring has been modified to minimize risk of short circuits, and the position of the exhaust was changed—the spent gases discharge towards the front of the vehicle instead of the rear.



The V.R. motor truck that serves tractors with fuel, etc.

TUNNEL MEASURING WITH PROFILE PHOTOGRAPHY



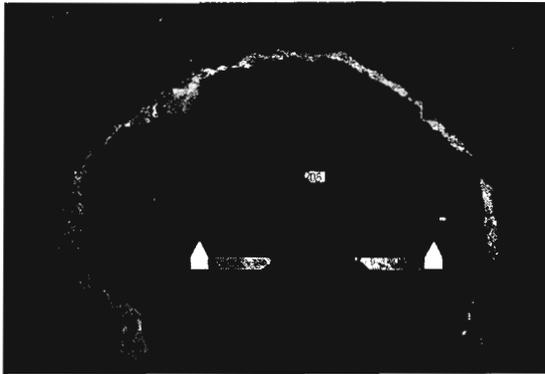
Lining up the camera for a picture. Strips at the sides and bottom are steel measuring tapes. Points on each side of the disc are required for accurate positioning of the subsequent print with the grid.

PROFILE photography was recently used by Railway Construction Board engineers for measuring the cross section of an exploratory tunnel off a City Underground test shaft (see front cover).

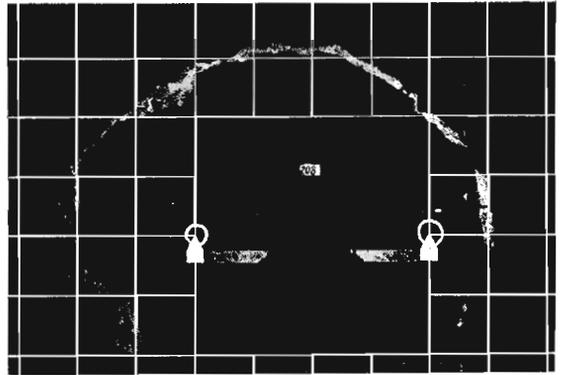
The photographs revealed the *overbreak* in the tunnel, i.e. the amount of earth and rock that broke away beyond the intended diameter of the tunnel. The investigation enables engineers to predict the conditions likely to occur in the actual excavation of the full-size tunnels for the proposed City of Melbourne Underground Railway. This photographic technique could also be used to compute payments to be made to a tunnelling contractor.

In taking the photographs, the light source used (electronic flash) is placed between two circular

sheets of hardboard. The disc of hardboard carries a number that is changed for each shot. The flash projects a sheet of light about 2 in. wide. Pictures are taken at 1 ft. intervals along the length of the tunnel. The camera, of course, must be accurately positioned in the vertical and horizontal planes, and carefully lined up with the disc. Prints from the negatives are made to a grid scale size, with the grid of white lines superimposed. From these, the tunnel outline can be measured. A 35 mm. reflex camera, with wide-angle lens, was used with normal black and white film.



Print showing the profile photograph of the tunnel, the photograph number (208), and the indicating points.



The above print has now had a grid superimposed, and lined up with the indicating points. Each square of the grid represents 1 sq. ft.

WORTH QUOTING

"Footy is an institution, and the ball itself almost a sacred symbol.

"This fact of life was discovered by a householder in the suburb of Highett after he apparently 'did his block' and chopped with his axe a football that came sailing over his fence.

"The sequel was sensational. A magistrate found him guilty of wilful damage and imposed a \$10 fine OR SEVEN DAYS IN GAOL plus \$7.50 for a new ball. The daily Press followed up with interviews and pictures.

"A few days earlier in a court a couple of miles away a different magistrate ruled that a man was justified in shooting a neighbor's dog which entered his yard. Charges were dismissed.

"The dog was damaged beyond repair. It died. It is true that the circumstances and the charges were not the same. And a dog bears little resemblance to a football.

"So it is probably irrelevant to mention that the cost of wilful damage to public property runs into many thousands of dollars each year, and is increasing, and that when the culprits are caught, the courts seem

to take a maddeningly mild view of it.

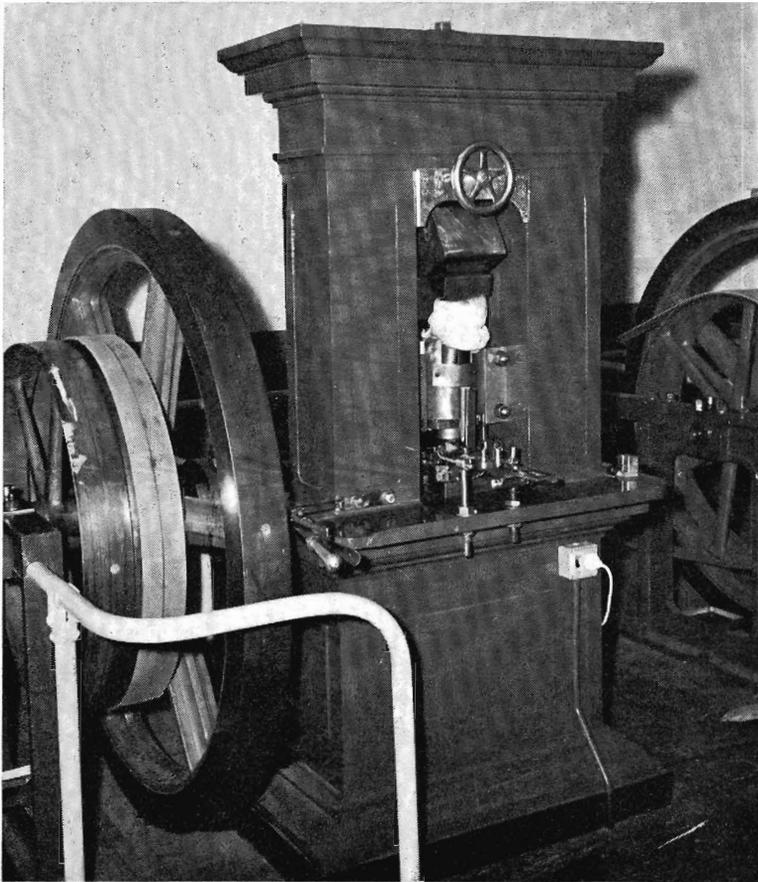
"Recently a railway carriage was 'wilfully damaged' to the extent of an estimated \$20,000. Will the community, through the Railways Department, obtain restitution ?

"On present form it seems that the chances would be good, only if it were a \$20,000 football".
—(Peninsula Post 5.7.67)

POSTCODE

M.T. BUFFALO Chalet has the distinction of having been allotted a postcode number of its own — 3745.

OLD PRESSES MAKE NEW



One of the 1868 mintage presses that now produce tickets.



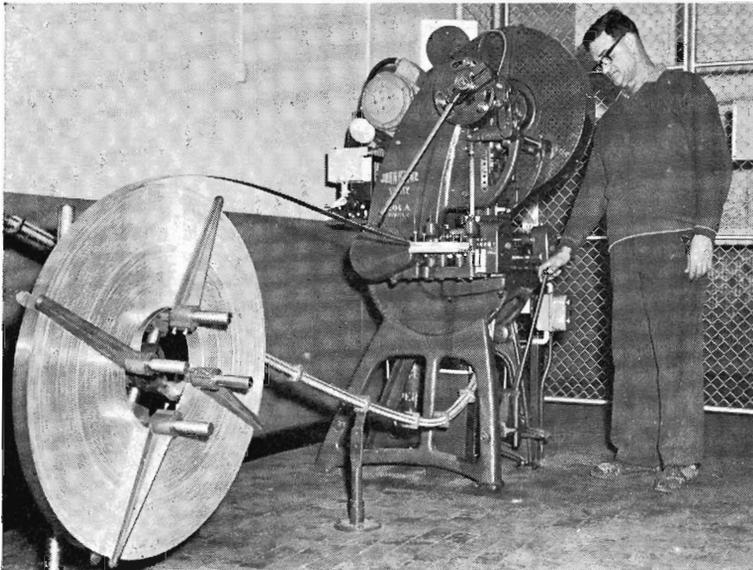
Maker's name plate on the press.

THE latest periodical tickets introduced by the Department are made on presses nearly 100 years old.

When it was decided to introduce a new type of metal suburban yearly and half-yearly tickets (the issue began on July 1), the problem of manufacturing them was given to Spotswood Workshops. As well as having other advantages, the new tickets, made from aluminium, are much cheaper to produce than those they replaced, as the latter involved costly type-setting.

The accepted way of making these metal tickets is with a screw press, but the Workshops Manager, Mr. W. E. Stokes, considered that a quicker and more economical method would be possible, by using a mintage press. After an investigation, two surplus presses were bought from the Royal Mint. These presses first came to what was then the colony of Victoria, in 1868, and had minted many a sovereign from the gold that, in those days, poured in from the rich Victorian goldfields.

The machines were completely re-conditioned at the Workshops, and altered to adapt them for their new



Using an automatic press, Machinist F. W. Broeder punches ticket blanks from aluminium strip.



Bars are cut out, symbols stamped, and tickets are waisted in this press.



Engraving passenger's name on a ticket. One end of the pantograph holds a pointer with which the operator is tracing the letters cut on the brass copy drum. The other arm of the pantograph holds a diamond point that, in reduced size, does the engraving. The drum was designed and made at the Workshops.



Audit Clerk G. Linacre checks tickets that have just been minted. Behind him are the cabinets holding two years' supply of tickets.

work. The modifications made by Mr. Stokes included the use of compressed air to enable the dies to be quickly changed. Much helpful advice was, he says, given by Mint officials.

As good as new

As a result of the work done on them, the presses are now as good as new, and can "coin" metal tickets at the rate of one a second.

Before this satisfactory state of affairs was achieved, many problems had to be solved by Spotswood—such as the sticking of the ticket to the die face with a consequent jamming of the aluminium blanks. This was overcome by alterations to the dies, the avoidance of oil or dirt on the blanks, and the operation of the presses at a correct temperature. To ensure the latter, wall heaters were installed.

Two years' supply of tickets (about 44,000) are minted and stockpiled for every station. When requisitioned by a station, the appropriate ticket is then engraved with the passenger's name and other symbols. To mint the tickets, 400 dies (two for each issuing point) were made in the Tool Room at the Workshops.

The only staff at the Workshops centre that makes the tickets are a machinist and a representative of the Auditor of Revenue. Incidentally, there's quite a Fort Knox atmosphere about the place. It's securely enclosed; only visitors on official business are admitted; and, without exception, they must sign in a book, their names and times of entering and leaving. Also, nothing can be taken out of the room, and any ticket rejects are melted back into ingots.

Process

The complete process of producing

tickets begins with the punching of blanks from aluminium strip, by an automatic press. The blanks are then loaded into a minting press (after the appropriate die has been inserted) and stamped with the station names. They are then handed to the A. of R. officer who, after checking them, places them in stock.

When a ticket is to be issued, the engraving of the passenger's name etc. is done on a very efficient machine, part of which was designed and made at the Workshops. If required, symbols are cut or stamped on the ticket by a press.

To facilitate ticket checking, every one of the new tickets tells a story. The letters, figures, and symbols en-

graved on the ticket show not only the month and year of expiry, and whether it is a pro-rata, concession, etc., but also the geographical location of the lines on which it is available. This is indicated by the letters, N, S, E, and W (north, south, east, west). Where a two-line ticket involves travel in more than one of these "districts", a horizontal bar is cut out under the letters. Tickets for females have the letter L cut out of them; and tickets that are not available to or through Melbourne are *waisted*—they have a small curved section clipped out of two sides.

All the essential ticket making machinery is in duplicate, so that maintenance work will not interrupt production.

BETTER BREAKFASTS ON THE OVERLAND

TO make certain that satisfactory service would be given to the public, quite a lot of thought and detailed planning were necessary for the improved type of breakfasts that have been served to sleeping berth passengers on *The Overland* since July 30.

The new breakfast gives a choice of four fruit juices, with buttered toast and honey or marmalade, fresh fruit, and tea, coffee or milk. The previous breakfast consisted of tea, coffee or milk, buttered bread roll, marmalade, and fresh fruit.

Although these changes were not extensive, many details had to be rearranged, and minor alterations made to the rolling stock. The necessary preparatory work included:

- alterations to the cupboards, shelves, and air supply in conductors' compartments;

- installation of toast racks and a new type of toaster;
- supply of additional cutlery, etc.;
- two test runs on which Conductor D. J. Freeland served the new breakfast.

The cost of the carriage alterations and additional equipment was \$6,400.

A three-storey car park has been built at Coventry railway station, England. Completely owned and operated by British Rail, the new car park is built on the site of the old park, next to the station. More storeys can be added if needed.

The park covers 104 ft. wide by 108 ft., and has room for 236 cars, with space in the open for another 61 if required. An automatic barrier guards the exit, where tolls are collected.—(*Rail News*)

AUSTRALIA'S SACRED COW

THERE is a danger of the motor car becoming the sacred cow of Australia, and the same sort of menace to our society as the sacred cow is to India.

This, reports the Frankston *Standard*, was said by Mr. E. R. Meagher, former Minister of Transport, now Minister of Housing, in an address given to the Frankston Chamber of Commerce.

Even recognising the decentralisation by big city firms, it was estimated that, by 1985, the number of cars trying to get into and out of the city area would be up 40 per cent on present-day figures.

Mr. Meagher said this was the picture that emerged from an authoritative transport survey undertaken in Melbourne in 1964, and completed 18 months ago, by a world-class American firm.

This firm's report indicated that Melbourne's population will have risen from 2½ million to 3½ million by 1985, and that, whereas 500,000 cars were "stabled" in Melbourne today, this figure will have increased to 1,290,000 assuming we did not become more affluent than we were.

Car parking space for these vehicles in the central business area of Melbourne would require 1800 acres. The area itself was only 550 acres.

It would be necessary to quadruple the road space into the city, which would mean less industrial, commercial and domestic land.

Mr. Meagher said a man who drove his car into the city took up 200 square feet of space in movement, compared with 2½ square feet if he travelled by train, plus a driver and guard on what was, in effect, a private right-of-way.

Smog danger

Cars in the city area contributed to smog, and recent tests by chemists in Swanston Street, near Flinders Street station, indicated that the level of carbon monoxide in the area was already approaching danger point.

Mr. Meagher asked his audience to imagine the picture in 1985, with the increase in motor vehicles mentioned, and the level of noise and taller buildings.

"How many extra road casualties will there be and how will we get

enough revenue to pay for the enormous amount of concrete required for the vehicles?" he asked.

It had to be decided whether the city was to be for the car or for our own benefit.

Obviously, said Mr. Meagher, an easier way had to be found for people to get into the city and for commercial vehicles which had to go there. By 1985, the number of commercial vehicles would exceed or be close to today's total number of vehicles.

"Traffic jams are going to start right here in Frankston instead of four miles from the city", said Mr. Meagher.

Underground

Fixed-rail rapid transit facilities were the only feasible way of dealing with this problem, he said. A very substantially increased rail system would be needed, and an underground loop would have the immediate effect of doubling the frequency of trains.

"Already we have the basis for the finest system of rail transport in the world", said Mr. Meagher, "but the underground loop is needed to move the centre bottleneck."

Roads should be ring roads to take cars around the city rather than through it, and if people were to be persuaded to leave their cars out of

the congested area, very adequate parking facilities would be required at the point where ring roads met the rail system.

Parking

Car parking on the streets would have to go, and off-street parking provided.

"But I can't stress too strongly that there is a limit to the amount of off-street parking you can provide in the central area", said Mr. Meagher. "We are not going to be able to commute to our own jobs in the city in our own cars."

Road construction should be directed to the areas outside the congested centre where people could enjoy their cars.

Mr. Meagher, who showed slides of transport systems in other parts of the world, said he had come to his conclusions after four years of intensive study of what was a world-wide problem.

"I spoke to 20 major city transport authorities and found them to be unanimous on this view", he said. "It is important to understand this problem and realize it is in our own hands whether we endure it or cure it; whether we can have a city fit for people, rather than having people trying to be fit for a mechanised city."

TUNNEL FLOORS LOWERED FOR CONTAINERS

INTERNATIONAL standard containers will be able to move over the full length of New Zealand's North Island main trunk railway system between Auckland and Wellington after floor-lowering work has been undertaken in tunnels.

Bulky "overgauge" loads could not be moved through five 80-year old tunnels near Packakariki since the overhead catenary system had been installed for the electrification of the line in 1940.

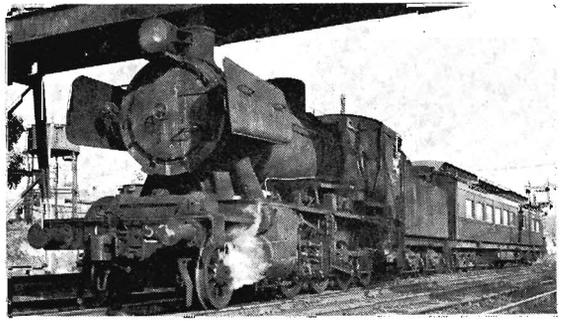
Last year the floor of one of the five tunnels was experimentally lowered with complete success. An additional 10 in. head clearance was gained, and also improved side clearances.

The track in the tunnel, and at the approach to each portal, was removed in sections and dragged outside by crane. When the floor was excavated to the required depth, transverse concrete struts were installed between the walls of the tunnel at the required floor level, and the track relaid and ballasted.

From the techniques developed by New Zealand railway engineers, it was found that the whole operation on a short tunnel could be carried out within two week-ends, when traffic was light.

Using a small, well-equipped team of men, it was expected to have all the tunnels lowered by the end of this year.

MEDICAL TEAM ON THE MOVE



TOURS of the Medical and Vision Test Car train (shown above at Ararat) highlight the rigid standards of physical fitness required from railwaymen who are associated with the running of trains. In this unique train, staffed by a doctor and a clerk, nearly 2,000 country railwaymen a year are examined.

The Medical and Vision Test Car is a self-contained train in a single carriage. It combines the functions of examination rooms, staff living quarters, and a brake van.

Staff on the train conduct examin-



Chief Medical Officer, Dr. V. C. Dyring gives Driver W. Smith a hearing test.



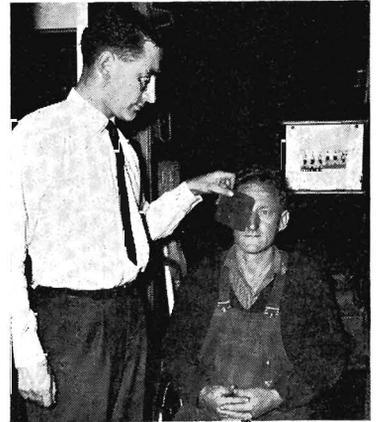
Mr. L. Little, a qualified driver, is examined for colour sense by Clerk R. Mills, Medical Section.

ations for periodical tests, permanent appointments, new employees, employees seeking extra superannuation units, and those absent from duty because of sickness or injury.

The train runs to a comprehensive [schedule, and covers most of the 4,189 miles of Victorian track in a year. At some wayside stations, examinations may be completed in about 10 minutes, but the train may have to stay for several days at main country centres that have large depots.

By sending the train on tour, the Department is able to minimize the time that country employees need to be absent from duty for medical appointments and, at the same time, preserve the efficiency of examinations. Metropolitan and nearby country employees are examined at the Medical Section in Melbourne.

The Medical and Vision Test Car has modern appointments; included are hot and cold reticulated water, and electricity and gas for



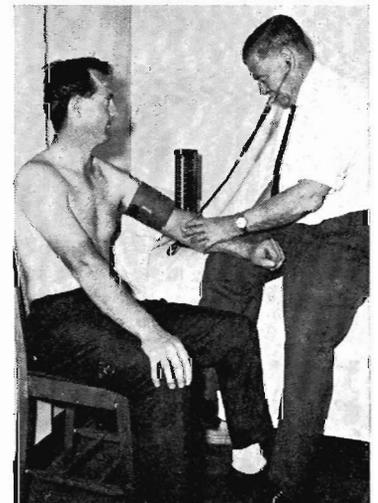
Mr. Mills covers one eye of Driver W. Ralph who has to read a test card that is 20 ft. away.

lighting and heating. The guard's compartment serves as a comfortable waiting room.

The carriage was built in 1908, as the *Wimmera* dining car for long distance and interstate passenger trains. It was converted for its present use in 1938. (Last month, it was sent on a staff recruiting mission, see page 114.)



Passenger Guard J. McPhee, from Geelong, goes regularly on tour with the train.

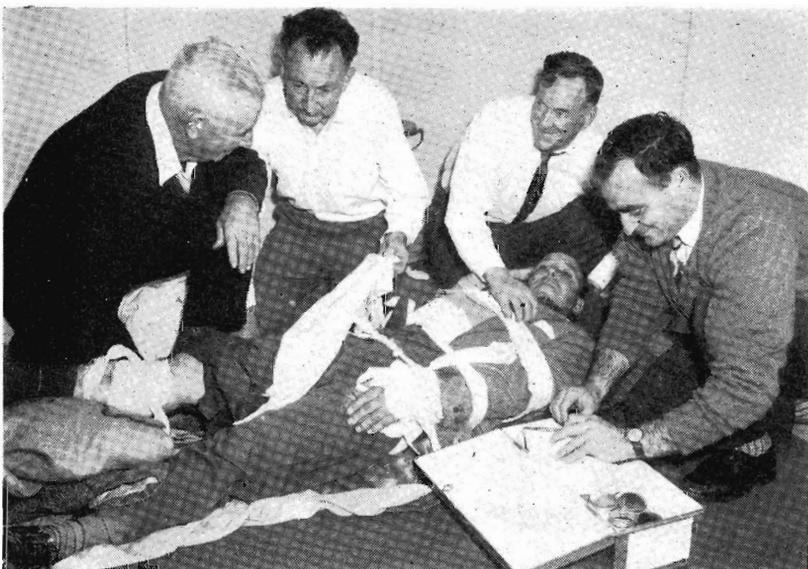


Dr. Dyring takes blood pressure of Driver R. Mason.



UNUSUAL
 five K class
 out of Ball
 The locom
 storage. (P

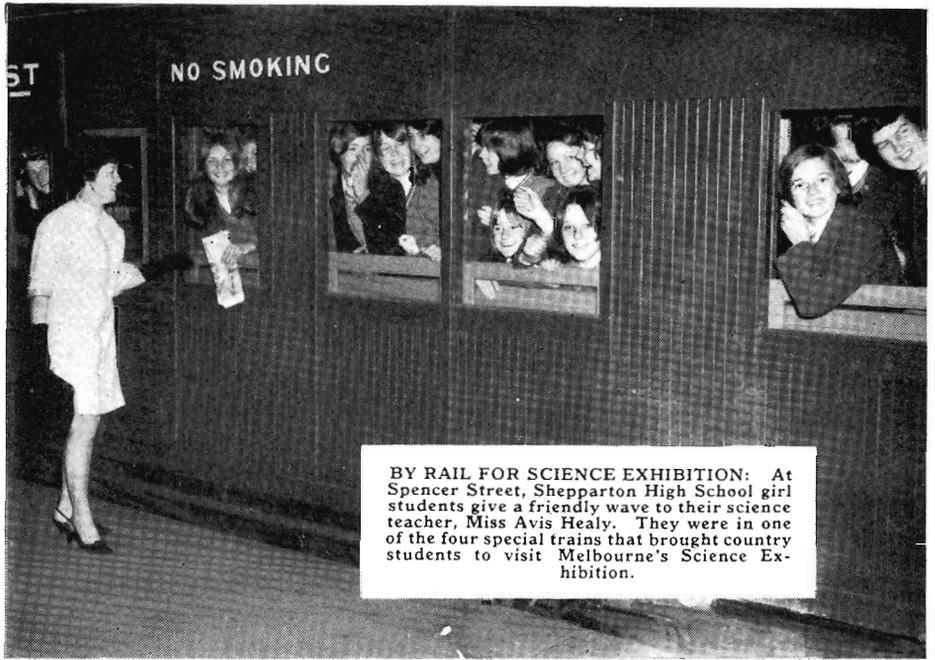
FIRST AID: Geelong No. 1 team competing in the preliminary first-aid competitions held last month. (left to right) Messrs. J. Rice, L. Evans, R. Wood, S. Aston, and F. Bole (patient).



TRAIN OF KNOWLEDGE: Organized National Service, and the Rotary Clubs of Bendigo and Kerang, a 14-carriage train brought students from Bendigo and Kerang to hospitals, etc., to get first-hand knowledge of the health service. The students are shown leaving the train for the buses that

as the sight, last month, of these
team locomotives being hauled
at by a T class diesel-electric.
ives were taken to Ararat for
otograph: *The Courier*, Ballarat).

IEWS
OF
NEWS



BY RAIL FOR SCIENCE EXHIBITION: At Spencer Street, Shepparton High School girl students give a friendly wave to their science teacher, Miss Avis Healy. They were in one of the four special trains that brought country students to visit Melbourne's Science Exhibition.



FOOTBALL SPECIAL: Melbourne Football Club arranged a special train to take players, officials, donors, and helpers, and their wives, to the Geelong game on July 22. Picture shows them entraining at Jolimont.

the Department of Labour and
Melbourne, Footscray, Bendigo,
about 900 secondary school
tricts to Spencer Street. The
stitutions such as banks, hos-
areer prospects. Students are
ook them on the guided tours.

Horsham

THIS is just to thank you and your staff for looking after me when the coach was at your station on Wednesday and Thursday nights.

It was a great pleasure to have met you and I hope I will be able to visit you on a future occasion.

Please give my thanks to those concerned.

—*Sir Rohan Delacombe, Governor of Victoria, writing to Stationmaster R. H. Travers, Horsham*

The Gippslander

HAVING been a passenger, with my wife, on *The Gippslander*, on July 17, we were both pleased and grateful for the courtesy and attention shown to us, by the young conductor . . . On arrival at Sale, we also appreciated the carrying of our cases, thus relieving elderly folk of that burden . . . Again we offer thanks to a kindly and considerate official. *N. W. Carnie, Macgregor Street, East Malvern, writing to the Minister of Transport*

Beaufort and Maryborough

THANK you very much indeed for looking after me so well when I was stranded at your station, and I am truly grateful for the way you took the trouble to send on my gloves which I carelessly left behind me.

This is the kind of thing to produce contented passengers!

—*Myra Roper, Belford Road, East Kew, writing to the Stationmaster, Beaufort*

(Miss Roper had to give an address that night, at Maryborough, and Beaufort's stationmaster, Mr. L. H. S. Tolliday, reports that "it was only with the invaluable help of the telephonist at Maryborough"—Miss L. Hovey—that he was able to arrange for Miss Roper to be taken by road to Maryborough in time for the meeting. Ed.)

North Melbourne

ON May 20 at approximately 1.30 p.m., I asked the booking clerk at North Melbourne for a return ticket to Footscray. On finding that I was going to the football he said I needed a ticket to West Footscray and should go by the St. Albans train from No. 4 platform. It was very pleasing to receive such consideration and courtesy. Experiences such as this most certainly would encourage the public to use its railways.

—*V. W. Ripper, June Street, Morwell*

Heatherdale

THANK you again for the service and courtesy I always receive. My bicycles are sent from all stations to Heatherdale, and never once has the service been anything but perfect.

—*(Mrs.) A. E. Smith, 706 Whitehorse Road, Mitcham, writing to the Secretary*

Murchison East

ON behalf of the Murchison East Wheatgrowers' Committee, I . . . thank you for the most efficient way that you handled the wheat harvest—a very difficult one, owing to the large amount received . . .

—*A. J. Tweddle, Secretary, writing to the Stationmaster, Murchison East*

Boronia

I left a parcel in the 5.9 p.m. train to Belgrave, when I alighted at Boronia. The relieving stationmaster at once rang Ferntree Gully, and the parcel was returned to me within 30 minutes.

It is a pleasure for me to record such courtesy and quick service, more so, as the parcel was valuable . . .

—*B. R. Taylor, Springfield Road, Boronia, writing to the Secretary*

Tooronga

I lost the keys of my car, and reported it to the stationmaster at Tooronga. Later they were handed in at Flinders Street and I phoned to send them to Tooronga station. I thank all who handled this matter for their promptness.

—*Douglas Bowers, Cawkwell Street Malvern, writing to the Secretary*

Southern Aurora

I have just completed the journey from Melbourne to Sydney on *Southern Aurora* . . . I was given the feeling, from start to finish, that I was somebody special, by the courteous, friendly attention given to me by the car's conductor, Mr. Tom Leavy (car No. 6).

Having travelled by air for some years, my return to train travel has proved a pleasant surprise, and with such trains, and such staff available, I can assure you that I shall be using them in the future whenever possible.

—*(Lt.) M.C.H. Hills, R.A.N.R.*

**AUSTRALIA'S
HEAVIEST LINE**

The Hamersley line (for iron ore from Mt. Tom Price in W.A.) is the heaviest ever constructed in Australia. The steel rails weigh 119 lb. to the yard, and the 648,000 jarrah sleepers, cut from Western Australia's southern forests, are much bigger and heavier than normal rail sleepers and laid closer together, about eight inches apart.

Loads are heavy. The line was built for iron ore trains about 1½ miles long, made up of 200 97-ton capacity ore wagons, and hauled by three 2,750 h.p. diesel-electric locomotives.

The maximum grade against the flow of traffic is 1 in 300, with the track dropping from a height of about 2,500 ft. at the mine, to sea level.

Everything to do with the Hamersley project is larger than life size, so it is not surprising to learn that even the locomotives are the biggest diesel-electrics ever exported anywhere in the world. All-up weight is 173 tons in an overall length of 69 ft. 6 in.

**THEY DON'T
POISON YOU**

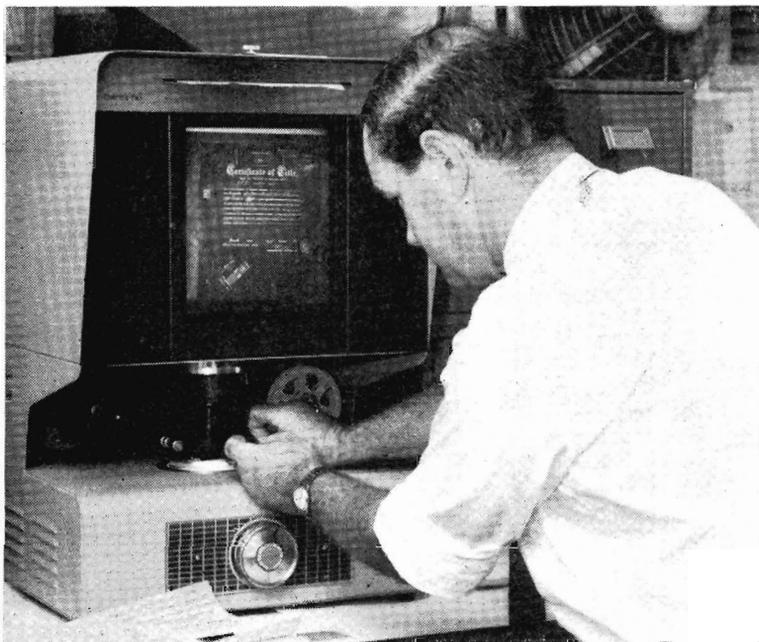
THIS winter's fog and smog pointed to yet another advantage of electric trains (and also trams). They don't load the air with deadly carbon monoxide and other poisons given out so freely by internal combustion engines.

During the June fogs, it was reported over TV that tests made in Melbourne's central area showed a carbon monoxide concentration of 60 parts per million. (In California, smog authorities consider 30 p.p.m. is serious pollution).

Carbon monoxide is a cumulative poison that reduces the capacity of the blood to carry oxygen to the body's tissues. Motor exhausts also give out cancer producing substances, and other poisons.

Freeway advocates might be interested to know that tests made in U.S.A. by a Los Angeles consultant on air pollution showed even higher monoxide concentrations on the Los Angeles-Pasadena freeway. They ranged up to 120 parts per million and were especially bad on the inter-change sections of the freeway. The consultant pointed out that filters were useless, and closing the car windows could be dangerous if the car had a faulty exhaust.

20,000 TITLES



Licensed Surveyor Brian Sullivan is shown obtaining a copy of a title from the Reader-Printer. On the screen of the machine can be seen a "blow-up" of the microfilm of the title.

As most people know, when you've paid for a block of land you receive, in due course, a certificate of title. This piece of parchment proclaims, in legal gobbledegook, that you are the owner of the block and all that stands on it. Unfortunately, there is no single piece of parchment proving that railway lands are owned by the Commissioners. Altogether, there are over 20,000 separate certificates of title to railway lands. These certificates are stored at the Crown Solicitor's Office.

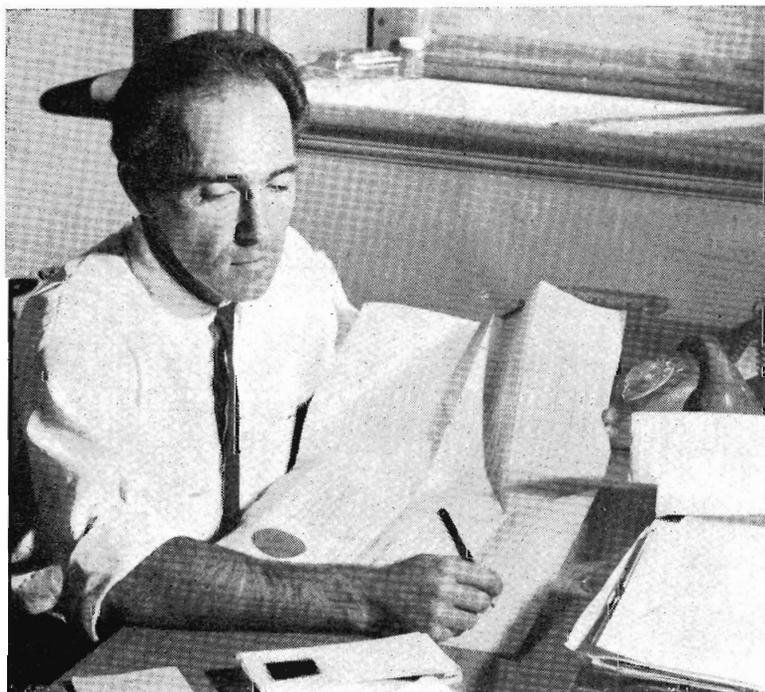
When railway title information was needed by the Department's Estate Office, it involved copying by hand at the Titles Office.

Following a trial of other methods of reproduction, and after an investigation by the Management Services Division, it was decided to microfilm the titles. A start on the work was made recently. Microfilming reduces the title to approximately 1/16th of the full size.

The new process is

- more economical;
- reduces storage space to a minimum;
- eliminates errors in copying;
- permits easier retrieval of information;
- and will enable all the titles to be filmed within a reasonable time.

A Reader-Printer is installed in the Estate Office. This machine not only enables the negatives to be easily read by projecting a magnified image onto its screen, but will also produce a dry, permanent copy from the negative in a few seconds. Such copies may be required for insertion in a file of correspondence or for work in the field by a surveyor.



Search Clerk J. R. Vondruska pencils in details on titles before they are microfilmed. The colours of plans on the titles are shown in pencil. In the foreground are negatives of microfilmed titles.

FIRST ELECTRIC TRAIN

TEST run of the first electric train in Australia was made on Sunday, October 6, 1918. Trial trips were made on the line between Newmarket station and Flemington Racecourse—a distance of 1½ miles. This section became the instruction track for electric train drivers.

Assistant C.E.E.



Mr. A. Firth, the new Assistant Chief Electrical Engineer, was educated at University High School, and joined the railways in 1938 as an apprentice fitter and turner in the Rolling Stock Branch at Newport Workshops. He served as a fitter in the R.A.A.F. from 1942-44. Three years after, Mr. Firth was appointed to his present branch as an Assistant Engineer. He holds associate diplomas in electrical and mechanical engineering from the Royal Mel-

bourne Institute of Technology. Subsequent promotions included Assistant Engineer of Tests, Electrical; Engineer of Tests, Electrical; and, last November, Lighting and Power Engineer.

For over 33 years, Mr. Firth has been an enthusiastic golfer, he belongs to Rossdale Golf Club, and has the enviable handicap of seven. Other interests are chess, photography, table tennis, music, and films.

Fishing and photos

Mr. R. E. Wilson, who has retired as engineer in charge of the Planning Section of the Signal and Telegraph Division, leaves this month on a trip to Japan. With him will go his movie and still cameras, photography being one of his main hobbies. The other is angling. Living at Mornington, he gets good catches of snapper, flat-head and trout in the local reefs, and sometimes on the mud flats further out in the bay.



Mr. Wilson

In Vietnam



Gunner Henry Gawel, shown taking part in Operation Broken Hill in Vietnam, worked in the North-eastern Accounting Office before he was called up. He is attached to the 7th Battalion, Royal Australian Regiment.

NEWS LETTER is sent to all railwaymen called up for national service. Appreciation of this is expressed in letters received from Messrs. J. Pierepieczko (now resumed work at Bendigo Loco Depot) and R. C. Frencham, at present with 8 Field Ambulance in Vietnam. Corporal Frencham (an Accountancy Branch clerk) says that he has met quite a few V.R. men in the oddest places up there—chaps that he formerly saw in the corridors of Head Office. Good luck to them all!

Vacancies for apprentices

THE Department is now inviting applications for the 1968 intake of 237 apprentices to cover 18 different trades. Most of the vacancies will be in the metropolitan area, with others at Ballarat and Bendigo.

Applications will close on October 23, 1967.

A 14-page, full-colour booklet, with illustrations and details of the wide range of trade training in the Department, has been produced for interested school-leavers and parents.

The booklets and application forms may be obtained from any staffed railway station in the State, and the Employment Officer, Room 215, Railways Administrative Offices, Spencer Street, Melbourne, or by phoning 1910.

Farewell to Chef



Chef F. Chamberlain—shown being farewelled by Mr. F. P. Kennedy, Superintendent of Refreshment Services—was at Spencer Street for most of his 26 years in the railways. At his retirement, he was presented with a television set.

40 years at Ballarat

WITH over 50 years' service, 40 of which were at Ballarat East Loco Depot, Mr. H. V. Gay was one of the best known personalities there. He started at Ballarat Workshops as a lad labourer in 1917, and the following year began an apprenticeship as fitter and turner. That year, there were only five apprentices who started at Ballarat; he is the last of the five to retire.



Mr. H. V. Gay (centre) is shown with gifts that were presented to him on his retirement. At left is Mr. C. Welsh, Ballarat Depot Foreman, and (right) Mr. A. G. Patford, Manager, North Melbourne Workshops.

(Photograph; "The Courier", Ballarat)

Commercial Agent

MR. Barry Laird, recently appointed Commercial Agent at Horsham, has had over eight years' experience in Commercial Branch work. His career began in the Claims Agent's Division, and while there he was engaged in a variety of claims work, including some time at Melbourne and Dynon Goods Depots, and eighteen months as the Claims Inspection Clerk.



Mr. Laird

For the past four years, Barry has been attached to the Senior Commercial Agent's staff, and as a Commercial Agent has travelled extensively throughout Victoria canvassing for all types of rail busi-

ness. Recently his activities have been concentrated in the Geelong to Port Fairy district.

When there's time, Barry finds relaxation in carpentry and wood working. While at Horsham, his territory will extend to Ararat, Hamilton, Patchewollock, and the S.A. border.

Lifetime in Livestock

MR. J. A. Davine who has retired after 50 years' service, was well known to stock agents throughout Victoria, as he had been in the Livestock Division for nearly 45 years. He started in the Department on June 1, 1917, and after working as a lad porter in the Melbourne Yard, was appointed to the clerical staff, and, in 1922, transferred to Head Office. For many years, Mr. Davine worked in the Livestock sales section that controls the movement of vans and trains for country sales. In his younger days, he was a good all-round cricketer.



Mr. Davine

Not news

A correspondent, Mrs. A. Palermo of North Balwyn, reports that while travelling in a suburban train, a passenger pointed to a signal box and told her that "a man was in that box pulling levers to keep the train on the right track." She thanked him for the information, but added that it was hardly new to her, as the man in the box happened to be her husband.

New M.H.R.

MR. Gordon Scholes, the new member for Corio, was a V.R. locomotive driver at Geelong. He joined the Department in 1949, and he also worked at Dimboola, Serviceton, Wodonga and Tocumwal. Mr. Scholes was president of the Geelong V.R.I. golf club, and a well known player at Rosedale course during many V.R.I. Country Week competitions.

New School Railway Club

THE latest school railway club to be formed is one at the college of George Taylor and Staff Pty. Ltd., Little Collins Street. Already there are 21 in the club, and more are expected. The club presi-

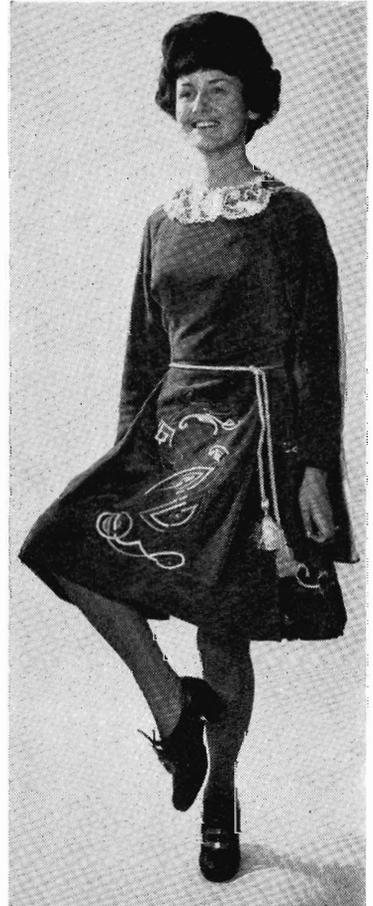
dent is Graham Pack, and its secretary and treasurer Michael Vernon; both are Leaving Certificate students.

This brings the total of railway clubs to 21.

Bought the lot

THE biggest single sale of 35 mm. railway colour slides was made when a customer called at the Public Relations and Betterment Board, Head Office, and after inspecting the slides for sale, announced he would take one of each, together with some duplicates for friends. All told, he bought 102 slides at a cost of \$35.70.

In Showcase 67



Miss Margaret Hardiman who appeared recently on Channel O's Showcase 67, in a demonstration of Irish dancing, is a typist in the Secretary's Branch. Margaret has been very successful in Irish dancing; she holds the minor, junior, and intermediate titles in both the Victorian and Australian championships, as well as other trophies. Together with other railway girls, Margaret has featured as a model in railway publicity, including *News Letter* front covers.

Started and finished together



Opportunity was taken at a recent Traffic Branch Officers' Conference to farewell, and make a presentation of travelling gear from members of the conference to two well known officers—Acting Superintendent of Train Services A. J. Kenny (left) and Bendigo District Superintendent J. McG. Seddon. Both were made permanent on the same day—1.2.1918—and retired in June. Mr. Kenny began at St. Arnaud, and was stationed in the Maryborough district before becoming a Train Dispatcher in 1938, a Train Controller in 1943, and Chief Train Controller seven years after. After working as a young man at Maryborough and several other stations, Mr. Seddon received his first appointment as a stationmaster, at Cudgewa in 1936. Promotion to Traffic Inspector came in 1949, and to District Superintendent's Assistant at Ararat in 1951. Mr. Seddon was D.S. at Bendigo for the past 10½ years.

Back numbers wanted

MR. N. L. Royal, Railway Investigation Officer at Melbourne Yard (auto 2025), has a set of *News Letters* covering the past 25 years, except the issues

for February and March 1952, and February and October 1954. He would appreciate it if any reader could help him obtain those issues.

THE V.R.I. LIBRARIAN TALKS ABOUT BOOKS

IT is amazing (and very gratifying from the Library's view point), how many people, having seen a film based on a book, then want to read the book itself.

This is quite understandable, of course. The film merely whets the appetite, while the book provides the real satisfaction and fulfilment, because there is invariably so much more in the book, than can be compressed into a film. Then, too, the reader's interpretation of the book may not agree with the film director's, and so the film can seem to tell a different story from the book.

Some films, recently or currently in Melbourne, the books of which are available in the V.R.I. Library are:

Hawaii by James Michener, *Alfie* by Bill McNaughton, *The Bedford Incident* by Mark Rascovitch, *The Prize* by Irving Wallace, *They're a Weird Mob* by Nino Culotta, *Dr. Zhivago* by Boris Pasternak, *Born Free* by Joy Adamson, *Funeral in Berlin* by Len Deighton, and of course, the various 007 James Bond films.

I haven't seen the film of *Funeral in Berlin*, but I would say that, in my opinion, the "spy addict" will find Deighton's books much more credible and entertaining than the Fleming epics. All of his books are available in the Library, and they are, in order of publication: *The Ipcress File*, *Horse under Water*, *Funeral in Berlin*, *The Billion Dollar Brain*, and the latest, *An Expensive Way to Die*.

I must warn that I feel the latest is not up to the standard set earlier.

Three other books that are currently being made into films are *Valley of the Dolls* by Jacqueline Susanne, a pretty rugged story on drug-addiction, *The Sand Pebbles*, by R. McKenna, and *Taipan* by James Clavell, author of *King Rat*.

The Sand Pebbles and *Taipan* are both stories of China. *The Sand Pebbles* is a story about gun-boat diplomacy in the Yangtze in the nineteen twenties, but it is a warmly human story with some very fine American and Chinese characters, and it gives a fine insight into Chinese national character and psychology, which makes the present trouble with China much more understandable. But don't be frightened by this—this is a very gripping and entertaining novel. *Taipan* too, is very readable; this story takes place in the mid-nineteenth century, when the Western world first realized the trading possibilities in China, or Hong Kong to be more precise. An entertaining novel that will also teach the reader much he did not know.

Still on the subject of films of books, and harking back to a recent *News Letter* in which I recommended some children's books; children and their parents may be interested to know that a film is being made, based on the Dr. Doolittle books. Rex Harrison plays the part of Dr. Doolittle. This film will no doubt make these books even more popular.

Finally, another book that would make a marvellous film is Robert Crichton's *The Secret of Santa Vittoria*. This is a story of the efforts of the inhabitants of an Italian village, during the German occupation of Italy, to keep from the Nazis, the whereabouts of their secret hoard of wine... this book should be a best-seller within weeks.

Oil testing



Mr. W. G. Crowley (left) receives a retirement presentation made by Mr. J. A. Bate, Engineer of Tests, on behalf of his colleagues. Mr. Crowley began as a junior clerk in 1918, and after gaining a diploma in Applied Chemistry was transferred to the laboratory, which was then at Head Office. He has worked in all sections, and at the time of retirement, was in charge of oil testing.

Chess players

INQUIRIES have been received by the V.R.I. concerning the revival of the Institute's chess club. Any member interested should get in touch with Mr. A Lemajic (telephone 157X, or Room E, Block No. 9, Railways Hostel, Jolimont, tel. auto. 2053).

RECENT RETIREMENTS

ROLLING STOCK BRANCH

Krenz, G., E. R. Depot
Roberts, F., Seymour
Hocking, F. W. Newport
Stewart, J. K., Bendigo North
Stitz, C. H., Newport
Crowley, W. G., Newport
Fox, W. A., T. L. Depot
Livingston, E. McN., Bendigo North
Dolling, R. A., E. R. Depot
Jenkins, T., North Melbourne
Ford, A. B., Ballarat North
Hannah, W. J., Newport
Anstis, A. T., Ballarat

TRAFFIC BRANCH

Sing, W. C., Melbourne Goods
Chung, M. J., Ballarat East
Anson, J. P., North Melbourne
James, J. T., Flinders Street
Maher, T. E., Melbourne Goods
Ogilvie, L. C., Spencer Street
Sweeney, J., Bendigo Goods
McCafferty, T., Shepparton
Flynn, J., Flinders Street
Stewart, C. V. C., Sunshine
Roberts, L. L., Broadford

WAY AND WORKS BRANCH

Bartlett, D. A., Ararat
Schorback, C. R., Jeparit
Thomas, G. S., Caulfield
Davies, S. G., Flinders Street
Fitzsimmons, H. S., Kaniwa
Morris, W. G., Mansfield
Beacall, F. G., Mordialloc

ACCOUNTANCY BRANCH

Nelson, A. E., Head Office

ELECTRICAL ENGINEERING BRANCH

Hunter, H. B., Testing Division

REFRESHMENT SERVICES BRANCH

Chamberlain, F., Spencer Street

STORES BRANCH

Graves, R. J., Spotswood Workshops
Storehouse

NEWS LETTER REGRETS

TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

D'Andrea, A., Jolimont
Woolfe, M. J., Warragul
Sharp, H. R., South Dynon
Bednarski, A., Newport
Cole, A., North Melbourne
Foster, A. C., North Melbourne

TRAFFIC BRANCH

Whiting, C. L., Ballarat

WAY AND WORKS BRANCH

Gardner, A. V., Warragul
Looker, D. G., Coleraine
Walker, S. D., Warragul
Lynch, T. J., Spotswood



Bowls

RAILWAY bowlers will be interested to read that an invitation has been received from the Commonwealth Railways Institute to take part in the 1968 Intersystem Bowling Carnival at Canberra from Sunday, February 11 to Friday, February 23, 1968. Applications from players seeking selection in the Victorian team should reach me (C/o V.R.I. Flinders Street) not later than October 13. Applicants should give such details as team played with, grade played in, and individual performances over the past two seasons, and should also indicate whether they desire their wives to accompany them, if this should be possible.

While quite a number of country A grade bowlers make themselves available for selection, some concern is felt at the poor response from metropolitan players of similar calibre. Surely there must be a number of A grade, metropolitan bowlers who are keen enough to represent their State in this type of carnival? After our rather dismal display against the Postal Institute earlier this year, something must be done to raise the standard of our play, if we are to retain our position as top dogs in this sphere of sport.

The annual meeting of the V.R.I. Social Bowling Club will be held at the Institute on Friday, August 25, at 8 p.m. All members and intending members are invited.

The club will open its 1967-68 season on Sunday, November 12, when members will pay a visit to the Seymour V.R.I. Club. The new season's syllabus also provides for a visit to Yallourn. Metropolitan members now have the opportunity of meeting and playing against country members from all parts of the State. Members are reminded that the new season's subscriptions (\$2 metropolitan, and \$1 country) are now due. New members are urgently wanted, and will be made most welcome.

Angling

I have always been of the opinion that fishermen in general, and members of angling clubs, in particular, were first-class sportsmen, but, after reading a note from our good friend George Patterson, of Warragul, I now have some doubts on this subject. How would you feel if you were an inoffensive fish, minding your own business, swimming around any of the Gippsland rivers or off the coast, and you were suddenly attacked by a large group of ruthless, dedicated, off-duty railwaymen, throwing great lumps of lead at you—sportsmen, huh!

Seriously though, it was very good to hear that the Warragul Institute had added an angling club to its list of affiliated organizations, and the committee of the Institute is to be congratulated on its foresight in fostering another club that will serve the interests of railwaymen in that area. The fact that 39 blokes attended the inaugural meeting, and that many more have indicated a keen desire to join up, assures the club of a healthy future. With Len Cottier, of the Way and Works Branch, installed as president and John Crawford, of the Overhead Depot, as hon. secretary, I reckon the marine life down that way is really going to be stirred up. Incidentally, George Patterson is the club's publicity officer, which should result in some pretty large catches—I mean scoops—for *News Letter*.

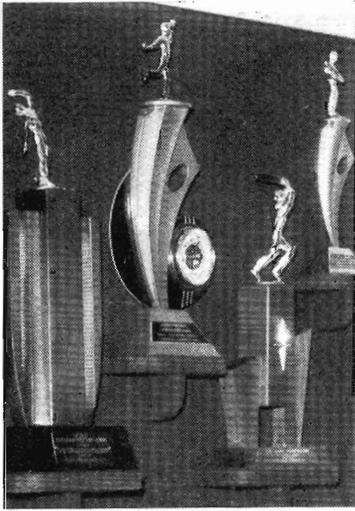
Fencing

THE seventeenth annual report of the V.R.I. Fencing Club was presented to members last month. The year closed with a membership of 121, 12 more than the previous year. The outstanding result of the year was Gabi Arato's bronze medal (sabre) at the Commonwealth Games. Two other club members, Val Winter and Neil Archibald, are at present touring in Europe, and will represent Australia at the 1967 world championships in Montreal. The report points out that the V.R.I. club has been an important factor in making Victoria the leading State in fencing.

North-eastern Golf

THE eleventh North-eastern V.R.I. Golf Tournament will be held on Sunday, October 1, at the Golden Vale golf course, Benalla. There will be A and B grade open handicap events. Luncheon will be available at the clubhouse at 11.15 a.m. Entries close with Peter Hale, hon. secretary, Benalla V.R.I., on September 22.

Korumburra Presentation Night



Korumburra's trophies

LAST May, Mr. Commissioner L. A. Reynolds, who at that time was our General President, together with Mrs. Reynolds, Mr. F. J. McCloskey (Chairman, V.R.I. Sports Committee) my wife, and myself, attended a most enjoyable function held in the Korumburra Sub-centre. The occasion was the handing over to the Sub-centre's President (Mr. Vic Moskos) of the V. F. Trainor Trophy, won by Korumburra at the 1967 V.R.I. Country Cricket Week. This is the fourth year in succession that the 'Burra has won the Country Week title and the trophies have been mounted in a most attractive show case, in the main hall of the Institute.

These trophies are made available by Mr. V. F. Trainor (a wholesale jeweller, who participates in our discount scheme) to the winners of our Country Week bowls, tennis, golf, and cricket. They are much appreciated by the recipients, as they become the permanent property of the winning centre, as distinct from the perpetual trophies.

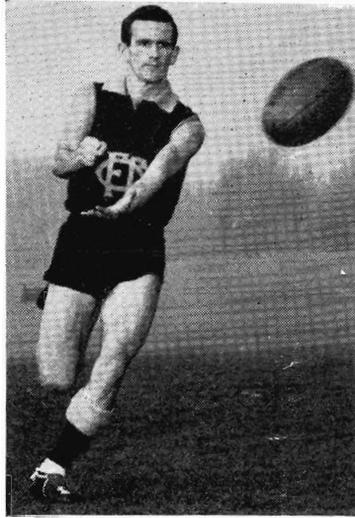
The evening took the form of a dance, and I feel that the highlight—apart from the presentation ceremony—was the magnificent supper supplied by the ladies of the Institute. Many thanks to Jack Baird and his boys for inviting us, and to Vic Moskos, Jack Quick, (hon. secretary) and all the good folk at Korumburra for the hospitality extended to us.

Cricket

THE V.R.I. Cricket Association will hold its annual meeting at 7.45 p.m. on Tuesday, September 26, at the V.R.I., Flinders Street. Teams intending to compete during the 1967-68 season should make sure

that they are represented at this meeting.

Rover



Graeme Wapling smartly hand passes the ball during training.

NEARLY every Victorian Football Association supporter knows the name of Oakleigh's "goal-sneak" rover. It is Graeme Wapling, Staff Clerk in the Secretary's Branch. Graeme has played in almost 80 V.F.A. senior games, including 57 with Sunshine, before he transferred to Oakleigh last season. Nearly 150 goals have been scored from the boot of rover Wapling—his best individual tally for a match being seven goals.

Although played as a rover, Graeme prefers the centre position, but lack of height prevents selection there. He considers there is great potential for centre men in the V.F.A. because of the elimination of the wing position.

On the annual controversy about the value of playing and non-playing coaches, Graeme says that, with few exceptions, non-playing coaches are best in senior football.

Graeme Wapling started in the Way and Works Branch in 1959, and transferred to the Secretary's Branch three years ago. (K. B.)

Golf

COUNTRY golfers are reminded that Country Week will again be held at Rosedale Golf Club, from September 11-14. We hope to see a large number of our country friends taking part.

The main event is the teams championship (five players a team), but a number of individual scratch and handicap events are also included on the programme.

The V.R.I. Golf Club is still holding its weekly competitions at Albert Park Golf Course each Friday, morning and afternoon. The June trophy winners were: F. Selkirk, J. Devlin, G. Winnell, J. Markam, P. Parkinson, D. Roberts and H. Butcher. These competitions are put on for the benefit of shift workers who, in the main, are unable to have a round of golf over the week-end.

The Committee would like to see more golfers playing in this event. The club's country visits are still proving popular. Thirty-seven members and seven ladies recently had a very pleasant day's golf at Clifton Springs. The ladies' trophy was won by Mrs. W. Anderson, and the men's by J. Cass on a count back from P. Parkinson.

Mileposts

1853

Three private companies authorized by the Government to build railways: Melbourne and Hobson's Bay Railway, January 20; Geelong and Melbourne Railway, February 8; Melbourne, Mount Alexander and Murray River Railway, February 8.

1854

First steam railway in Australia—from Flinders Street, Melbourne, to Sandridge (now Port Melbourne)—officially opened, September 12, by Melbourne and Hobson's Bay Railway Co.

1855

Extensive surveys in Victoria for proposed Government trunk railways.

1856

Victorian Railways Department established by Government purchase of the Melbourne, Mount Alexander and Murray River Railway Co's property and assets, March 19; completion of the Company's Melbourne to Williamstown line to be undertaken.

1857

Melbourne and Hobson's Bay Railway Co's. line from Melbourne to St. Kilda opened May 13.

Victoria's first country railway, Geelong to Greenwich (Newport), opened, June 25, by Geelong and Melbourne Railway Co.

Parliament authorized the construction and financing by the Government of trunk railways from Melbourne to Sandhurst (now Bendigo) and Echuca, and from Geelong to Ballarat, November 24.

Melbourne and Suburban Railway Co. and St. Kilda and Brighton Railway Co. authorized to build lines from Melbourne to Hawthorn and Brighton, November 24.



Links with V.R.

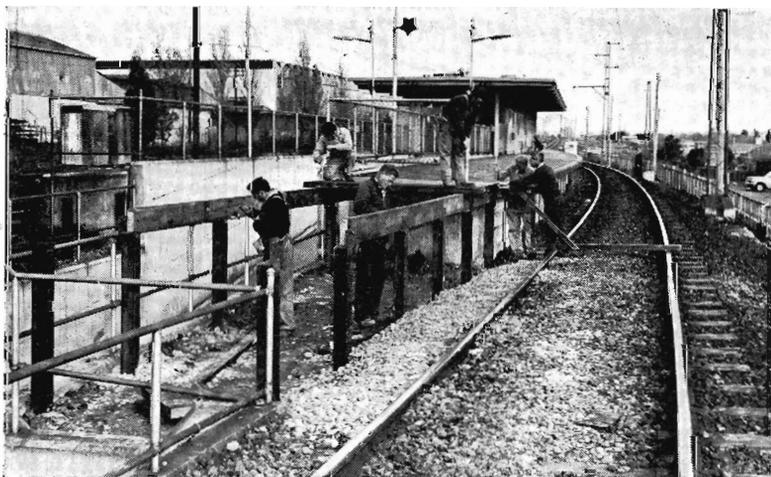
FORMATION of the Australian Tourist Commission, a Commonwealth Government organization, to take over the promotional work of the Australian National Travel Association, recalls that a former Chairman of Commissioners, Sir Harold Clapp, was instrumental in the formation of A.N.T.A., in 1929. In the same year, two railway officers, Messrs. C. H. Holmes (Chairman of the then Betterment and Publicity Board) and H. C. Fenton (Publicity Officer and editor of the *V. R. Magazine*) were selected as director and London representative of the Association respectively.

Train travellers' club

A letter has been received from Mr. William L. Henderson (of 102 Oakover Road, West Preston, 3072), who is interested in forming a club for the purpose of travelling in Victoria and interstate by train, on day, week-end, and longer holiday tours, using the normal train services. Mr Henderson writes that he is able to devote the time to forming such a club or group, if sufficient people are interested. A keen student of modern railway systems, Mr. Henderson has made a number of extensive and enjoyable rail tours, both in Victoria and interstate.

8-car trains

AS *News Letter* went to press, lengthening of 44 station platforms for 8-car electric trains on the Glen Waverley, Belgrave and Lilydale lines was expected to be completed by the end of last month.



Holmesglen platform being lengthened for running of 8-car trains.

V.R. CHAIRMAN COMMENTS

WHY ARE WE SO DIFFERENT?

I have given this much thought in the last 12 months, but I cannot find the answer.

Why can the Americans operate suburban carriages which remain clean and in which the exposed cardboard advertising signs remain untouched by travellers?

They even successfully operate open blade type circulating fans without the fear of vandalism.

Why can Japanese railways operate their trains without the added cost of repairing damage caused by vandals?

The signs in Japanese suburban trains are usually printed on paper and allowed to hang from the roof where they remain quite safe from interfering hands.

I hesitate to think of the chaos that would result in Victoria if we followed the practice adopted on the Japanese National Railways' new Tokaido line where emergency cut-out switches are placed at very close intervals along the track so that track walkers can cut off power if they detect a rail fault.

No doubt cleanliness is assisted by the fact that people do not smoke in Japanese or most American suburban trains.

The law prohibits smoking, and

travellers are quite happy to accept this.

Why is it that vandalism costs us so much each year?

Is it just that Australians have no sense of responsibility?

Or is it just that they do not respect the law?

The Japanese law provides a penalty of up to two years in a corrective institution for what we call vandalism.

I was informed that few Japanese offend a second time.

In America the various states have increased penalties for those detected damaging railway property.

Maybe we do not take the trouble to teach our children to respect the rights and property of others.

Americans have a far greater civic pride than we do.

The Japanese are taught from childhood that impoliteness, and disrespect for others and their property is just not done.

What a pleasure it would be to operate a suburban train service in a city where passengers don't smoke in trains and where vandalism is not a problem.

I still wonder why we are so different.

Building 10 extra Harris type motor carriages for the make-up of the 8-car trains is now in progress at Newport Workshops.

Ten 8-car trains will be progressively introduced late this year. They

will ease the over-crowding of certain peak travel trains on the Glen Waverley, Belgrave and Lilydale lines that serve rapidly developing residential areas.

FRONT COVER

IN the first V.R.I. Queen Carnival for some years, Miss Lorraine Garlick (Sunshine Centre) receives her winner's sash from Mrs. M. McKenzie at a function held recently in the railway buildings, Flinders Street. Next to the winner is Miss Pam Mayes (Korumburra) who was second. At left is Mr. M. McKenzie, V. R. I. General President. Lorraine, daughter of Driver C. W. Garlick, raised \$2982.21 (\$6.04 per member), and Pam, daughter of Chargeman A. J. Mayes, \$505.49 (\$4.36 a member), both very creditable efforts. The money will be spent on improvements to the two centres.

More GJX wagons

TENDERS have been invited for building 100 more GJX bulk grain hopper wagons.

By making a special allotment of loan funds for this purpose, the Government has made it possible to start building these wagons during the 1967/68 financial year without curtailing the normal construction and maintenance programmes in the railway workshops.

The original fleet of 100 bulk grain hopper wagons, with their higher load to tare ratio, has proved most satisfactory in service. Both spill-proof, and weevil-proof they have won the complete approval of primary producers.

Economic considerations demand that, for the foreseeable future, the overflow of grain during the harvesting period, beyond the combined capacity of country storages and the available bulk hopper wagons, continues to be handled in general purpose 4-wheel GY wagons that can be used for other types of traffic during the remainder of the year.

It is estimated that, based on the size of recent harvests, the number of GJX hopper wagons that could be kept in regular, full-time use, and thereby provide the maximum efficiency and economy in handling grain by rail in Victoria, is approximately 300. Acquisition of 100 more of these vehicles is, therefore, fully justified from the viewpoint of railway economics.

The bulk hopper wagons carry about 2,000 bushels of wheat or a similar quantity of oats or barley, and can be loaded in 25 minutes and discharged in from four to five minutes. They are fitted with high-speed bogies, enabling them to operate at 60 m.p.h.

Hopper wagons can be made up into complete trains and run continuously on the "merry-go-round" principle. Because of the hopper wagon's greater capacity and quicker turnaround, one hopper wagon can do the work of five standard 22-ton 800-bushel capacity 4-wheel wagons.

Familiar face gone

AS the ravages of the time that had been faithfully recorded for 84 years had rendered the iron tower unsafe, the clock at Spencer Street station was removed during the week-end of August 19.

Made by Gaunt's of Melbourne, the clock was originally placed at the Elizabeth Street entrance to the old Flinders Street station, where it took up duty in 1883 as the control clock for the suburban area. When its

new tower was built in 1901, the clock was moved to Princes Bridge. It remained there until 1910 when it was shifted to Spencer Street. In 1926, alterations to the station necessitated the clock's removal to another site about 30 yards away.

Wool freights cut

FROM August 1, reductions were made in wool freights from 33 Goulburn Valley stations to Melbourne. The cuts ranged from 6.2 to 33.3 per cent.

They were achieved by introducing a flat rate of \$1.60 a bale for wool railed to Melbourne from stations between Marchison East and Mywee, Murchison East and Girgarre, Rushworth and Colbinabbin, Toolamba and Kyabram, Shepparton and Katamatite, Numurkah and Nathalia, inclusive, and from Yarroweyah.

The reductions followed requests from local interests that wool freights be brought into line with the low special freight rates applying to border stations.

Border station freight rates are specially low because of the competition from *border-hopping* road transports and interstate operators.

Former rates per bale, for example, were: from Yarroweyah \$2.40 (saving 80c); Numurkah \$2.20 (60c); Katunga \$2.30 (70c); Nathalia \$2.30 (70c); Tatura \$2.00 (40c); Rushworth \$1.90 (30c); and Wanalta \$2.00 (40c).

More diesels

THE Department will increase its fleet of Y class, 650 h.p., diesel-electric locomotives by 25; the first is expected to go into service next December. Built by Clyde Engineering Co. Pty. Ltd., of Grenville, N.S.W., at a total cost of about \$3 million, the new locomotives will be delivered at the rate of four a month. First arrivals will come at a time when there are heavy demands on motive power to move the grain harvest.

The new 650 h.p. locomotives will be used on branch line and shunting work, and will enable the Department to pursue a policy of scrapping obsolete steam locomotives as rapidly as money becomes available for the further modernization of motive power.

Plans provide for complete dieselization by 1970. Present strength of the diesel locomotive fleet is 228. At time of writing, there were only 56 steam locomotives in service. Steam locomotives still operating—J and K classes—are being used to haul freight trains on main and branch lines, and also for shunting in the south-west and midland districts.

\$100 prize

THE Department is offering a \$100 prize for a new name for off-peak tickets. Entry forms will be widely distributed from stations.

Fish swim by train



At Ballarat, fish in oxygen filled plastic bag are lowered into carton.

THE Department, in conjunction with the Ballarat Fish Acclimatisation Society, provides a valuable service to farmers who receive permission from their State Government to stock private streams with trout or perch.

Live yearlings are continually being sent by train from Ballarat to all parts of Victoria, New South Wales and South Australian in plastic bags packed in cardboard cartons. The bags, filled with medicinal oxygen, allow fish to be carried long distances. Each bag, the size of a pillow case, and weighing about 40 lb., contains 500 newly hatched fry or 100 yearlings.

The number of fish that will grow in particular waters varies, and depends on the available food supply, suitability of the water, and freedom from cormorants and other predatory creatures. Up to 1,000 trout fry or 200 yearlings can be stocked to each acre of water surface.

Farmers appreciate this service because fish in their dam or reservoir ensure protection against yabbies that burrow into the banks, and provide sport with a rod followed by food for the table.

The species available from the Ballarat Fish Acclimatisation Society are brown trout, rainbow trout and English perch.

CHANGES AT HAMILTON



WITH the building of a new Loco Sub-Depot, quite a few changes have been made at the important rail junction of Hamilton. The old Sub-Depot was at Coleraie Junction, the best part of a mile from the station. This resulted in a unique distinction for Hamilton, as locomotives that travelled between the depot and the station had to carry a staff as they ran over a section of the main line. This is no longer necessary as the new Sub-Depot is close to the station.

The alterations that have been made include :

- the abolition of signal boxes and distant signals at Hamilton and Coleraie Junction;
- the conversion of points at those locations to hand operation (with Annett locking, etc.)
- the abolition of Coleraie Junction as an electric staff station.

The new Loco Sub-Depot, the latest to be established, has an office and amenities block that can accom-

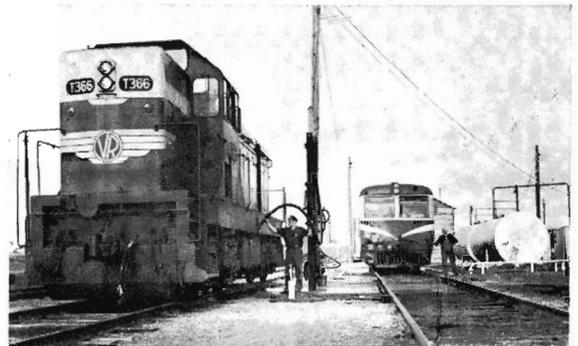
modate 40 men. The amenities include lockers for enginemen, a hot water service for tea making, a food warming unit, and an ablutions section. The roof and walls of the building are insulated.

History

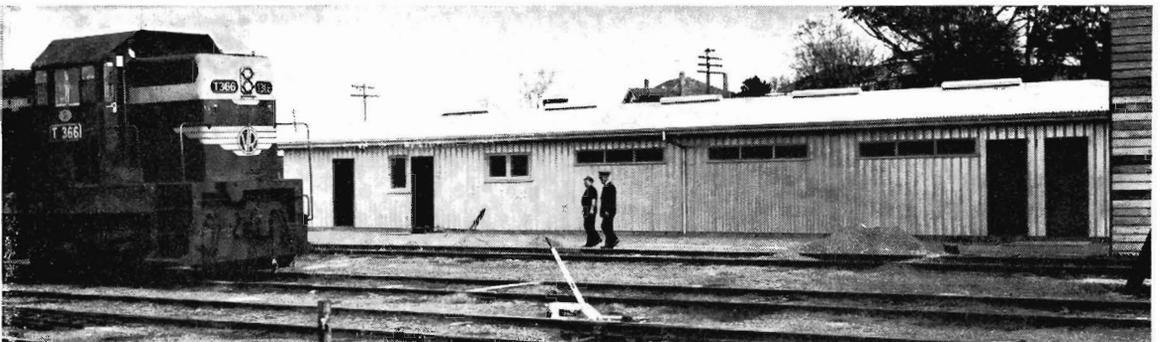
The township of Hamilton began with the building of an inn on the southern bank of the Grange Burn, a creek named by Major Mitchell when he passed over it in 1836. In the following year, the earliest settlers



Sub-Depot Foreman D. Russell (left) and Fireman J. Baker in the office of the new Sub-Depot.



Locomotive being fuelled and rail motor cleaned.



The office and amenities block at the new Sub-Depot.



Relieving Assistant Stationmaster S. Coles operates the Dunkeld-Hamilton staff instrument.



Leading Station Assistant F. Howman (right) receives a load of mail from Postal Officer N. Mendel.



Miss Judy Russell, telephonist and teleprinter operator, about to send a message on the teleprinter.

arrived at The Grange, as the settlement was called until 1851 when the name of Hamilton was adopted.

Squatters rapidly filled the district and, by 1846, hundreds of occupancy licences had been granted. The settlement at The Grange also grew, for there was a natural ford over the creek, and traffic between Melbourne and Portland went that way. The settlement was surveyed in 1856 and proclaimed a municipality in 1859. Ninety years later it became a city, and now has a population of 10,000.

In 1877 the railway came to Hamilton with the building of the Ararat-Portland line. A branch from Branxholme to Casterton was opened in 1884, and others followed—to Coleraine in 1888, Penshurst (1890), and Cavendish (1915). The latter provided links with Warrnambool and Balmoral. A line branching from Heywood runs through to Mount

Gambier, giving another connexion with South Australia's 5 ft. 3 in. lines.

The station

Hamilton may be called a depot station for the far south-western area, supplying wagons and locomotives as needed. Goods trains operate through it to and from Warrnambool, Coleraine, Balmoral, Casterton, Portland, Mount Gambier, and Ararat. Rail motors provide passenger services between Ararat (connecting with Melbourne trains) and Portland. Trains through the station average 14 in and 12 out daily (Mondays to Saturdays).

Stationmaster J. Leversha and a staff of 43 look after the traffic requirements at Hamilton. The station has a teleprinter connexion to Melbourne.

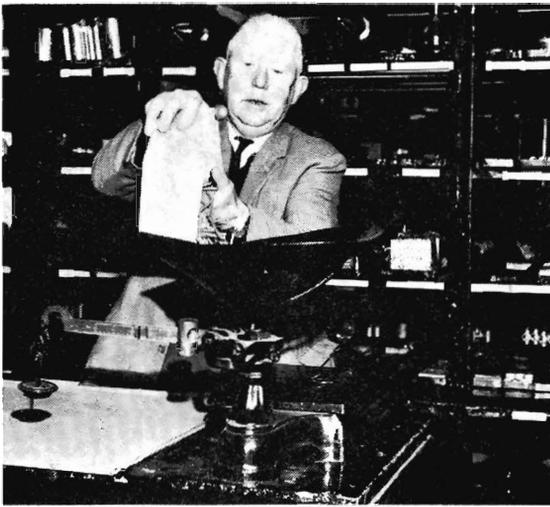
Some station statistics for the last financial year are: outwards passenger



Fireman Bob Gray makes some tea in the amenities section of the new Sub-Depot.



Train Examiner Stan Knappe does a brake examination.



Storeman-in-Charge M. J. Fitzpatrick weighs out nails in the Works and Signal Store.



Mrs. P. Stevenson and Mr. A. K. Harcus (Relieving Manager) at work in the Refreshment Room.

journeys 11,062; goods tonnage in 30,370; goods tonnage out 3,449; total outwards revenue \$126,358. Wool railed outwards totalled 12,040 bales, and livestock 906 vans; the latter was unusually light owing to the drought. There were 67,200 inwards parcels.

During the peak of the oats and fertilizer traffic, up to 1,000 wagons a day pass through Hamilton. An unusual traffic item consists of mail in the form of Christmas cards sent by the Rehandar organization. As most people know, the originals of these cards are painted by armless artists.

The cards are printed in Hamilton, mailed from there, and the bags of mail railed to the capital cities of Australia. This traffic begins each August, and up to four tons a day are sent.

Other unusual freight railed from Hamilton consists of kelpies sent from the Elfin Vale kelpie stud at Coleraine. This is believed to be one of the biggest sheep dog breeding centres in the world. Mr. Tim Austin, proprietor of the stud, uses rail transport in preference to air because of the better facilities and cheaper freights provided by the railways. "The

large dog-boxes in brake-vans" says Mr. Austin, "eliminate the need to provide a crate. However, for air travel a dog must be crated, and freight paid on the combined weight".

Among the principal freight customers are Permewan Wright Pty. Ltd. (cement, hardware, oats and chaff), John Thomson Pty. Ltd. (general stores), and Frost Engineering Co. Ltd., manufacturers of drills.

Other railway activities at Hamilton include Works Foreman's and Road Foreman's Depots, a refreshment room, a storehouse, electrical fitting, and signal adjusting.

WHAT THEY'RE SAYING ABOUT TRAIN TRAVEL

"A lot of people have lost track of the charms of train travel. It's all those cars! Still, there comes a time when suddenly you know what it is that you must do to unwind, and that is, to catch a train to anywhere at all and sit in it and look out of the window, and think.

"Last Saturday I happened to have the whole day to myself. I could do what I liked with it. I rang the Railway people on the Friday evening and said that I wanted to catch a train to somewhere, anywhere . . . but that I'd like to be sure that if it so happened that I didn't like the place the instant I got off the train, there'd be a lot more trains to bring me back home again.

"They said 'Gosford . . . and there's a train back every hour'.

"So I caught the train at eight minutes to 10 a.m. (Note the details, because I want you to do the same thing.)

"The day was bliss. At no point did I once have my mouth closed . . . it was agape with wonder.

"Why don't we do this sort of mad, wild thing more often?"

"Only the Sunday before I'd sat in a car, bumper-to-bumper, with millions of others, to go and look at the tulips at Bowral. It had been agony. In cars you go snarling mad. Sunday excursions into the countryside are hell.

"With trains, however, you know for sure where you're going, that you are going to get there, and you can relax in the certain faith that you're going to get back. There's none of that bumper-to-bumper bit that brings car travellers home, grumpy and ill-natured.

"I was back in town by five o'clock.

"You, too, can catch a train and have fun."

(Margot Parker, "Womans Day")

ALUMINIUM WAGONS FOR QUEENSLAND RAILWAYS

THE Queensland Railways expect an annual saving of \$21,500 by switching to aluminium coal wagons. This estimate, based on the haulage of only one million tons of coal a year, will be sufficient to recover in four years the additional cost of 70 aluminium wagons that have been ordered.

The wagons are to be supplied by January 31, 1968, ready for the delivery of coal from the open-cut mine at Blackwater. This is the first time the Railways have preferred aluminium to steel for the high-capacity, bogie-type wagons used in the Central Division for delivering export coal. They already have 50 aluminium bulk grain wagons on order.

C.N. TURBOS START NEXT MONTH



TARGET date for the opening of Canadian National Railways new Turbo train service has been set for October 29.

With their design and operation based on aerospace technology, and powered by aircraft-type gas turbine engines, Turbos are the new light-weight passenger trains designed by a division of the United Aircraft Corporation for the 335-mile Montreal-Toronto service. (See *News Letter* January 1967, page 5.)

The Turbos will be faster, lighter, quieter, smoother, and are expected to cost 30 per cent. less per mile to run than conventional trains.

Their aerodynamic lines reduce weight and air resistance. The smooth aluminium-skinned Turbos accelerate and decelerate faster than standard diesel trains. The improved airbrake techniques with separate magnetic brakes that are applied directly to the track instead of the wheel, together with the reduced train weight achieved, permit faster and smoother stops.

Canadian National's *Rapido*, considered the fastest inter-city passenger train in North America, now runs between Montreal and Toronto in 4 hours and 59 minutes. The Turbo will take 3 hours 59 minutes, maintaining an average speed of 84 miles an hour while observing all the existing speed limits for the run.

A new type of suspension system, combined with single guided axles

in place of the conventional equipment (a Turbo has only nine axles and associated equipment against 28 for a comparable diesel train) steers around curves with greater passenger comfort, and with no cost in track changes.

The lower centre of gravity, pendulous suspension system, and guided axles system enables the Turbo to round curves at speeds up to 30 per cent. greater than the *Rapido*. Like an aircraft, the Turbo's carriages bank inwardly under the centrifugal force, as opposed to the outward motion experienced in all conventional trains rounding a curve at speed.

Canadian National's new trains will be powered by Pratt and Whitney aircraft gas turbine engines, running on diesel fuel.

Engine warm-up and idling, mandatory with diesels, is not required with gas turbines. They start quickly, even when the Canadian temperature drops to 60 degrees below zero, and reach their full power in seconds. The gas turbine engine is also quieter, it barely sighs even at full throttle.

A 14-carriage Turbo of 680-passenger capacity will weigh about 600,000 lb. empty. A comparable conventional train of 13 carriages with three diesel locomotives, weighs 2,300,000 lb. and carries 40 fewer passengers. The gas turbine weighs less than one pound per h.p. produced, compared with the 15 pounds

for one diesel-produced h.p.

SEVEN-MILE-LONG TRAINS

IN Canada, planners are considering a \$350 million scheme to revolutionize North America's transportation system.

A study indicates that the best way to ship between North America and Europe is to use superfreighters, shuttling from the Canadian port of Halifax to Rotterdam.

Oranges from California and potash from Saskatchewan, the study says, will go more cheaply and quickly to Europe if they travel in integral trains, seven miles long, to Halifax.

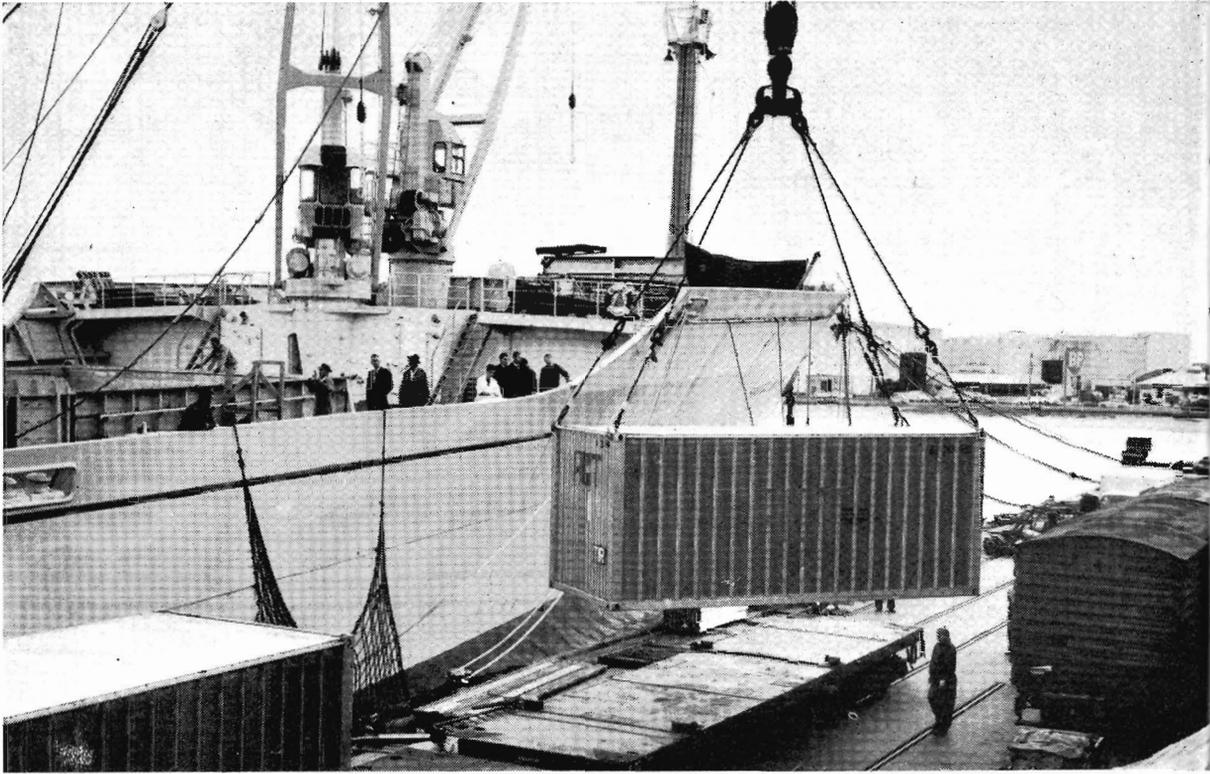
The scheme has two vital requirements:

- A draught of 70 feet to berth the two 200,000-ton freighters proposed for the service.
- Enough cheap, uncongested land to allow assembly of the seven-mile-long trains.

Railways would be paid simply for right-of-way, with the superfreighter company handling marshalling and scheduling.

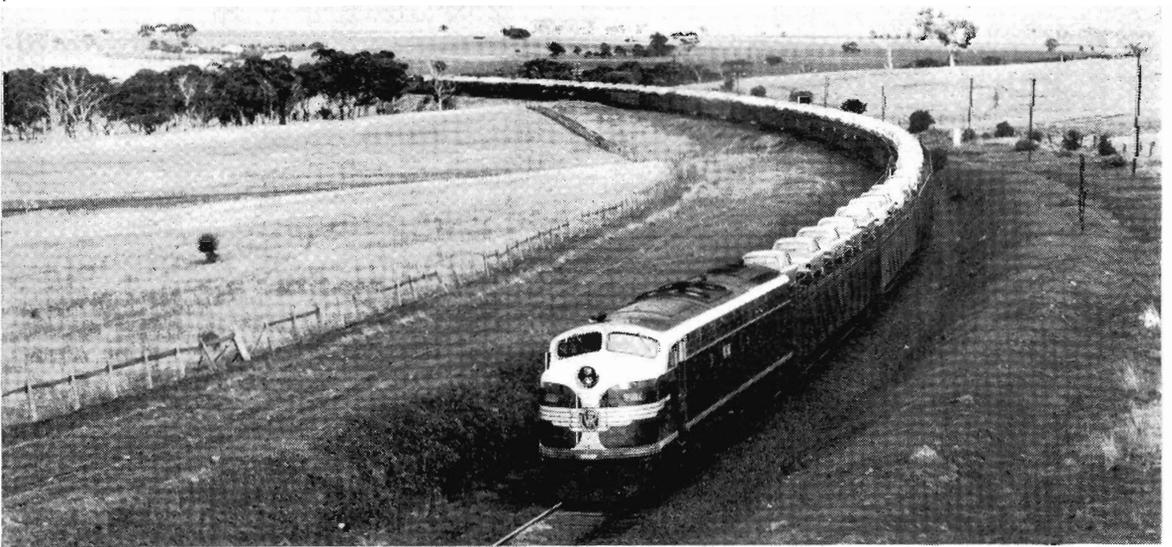
"All we want from the railway is the right-of-way and train crews. The integral train is made up of blocks of cars welded together, each with its own spares and fuel for gas turbine engines", says Mr. Ray March, executive secretary of the Halifax Port Commission.

—(*Australian Financial Review*)



RAIL•PAK

The first containerized consignment of export dried fruit from Mildura is being transferred from rail wagon to ship at Princes Pier. It was also the first containerized shipment of dried fruit to the United Kingdom. Each container is made from aluminium, is fully insulated, and carries 18 tons of dried fruit.



TRAIN LOAD OF CARS

A train load of cars, consisting mostly of the new model Cortinas, is climbing Ingliston bank en route to Western Australia. The wagons of Cortinas came from Sydney and were bogie exchanged at Dynon.



SANDRINGHAM



SPENCER STREET

V.R. HELPS TV

Last month, the Victorian Railways provided locations for two TV features. A sequence of Channel 2's new serial, *Bellbird*, is being filmed at Sandringham. At Spencer Street, scenes in Channel 9's counter espionage series, *Hunter*, are being shot.

VIEWS OF NEWS



LAST STEAM

Last steam locomotive from Warrnambool arrives at Hamilton en route to Ararat.

CASTLEMAINE



Castlemaine's stationmaster, Mr. G. A. Mountjoy, came to Castlemaine early in 1965, from Warracknabeal.



Arrival at Castlemaine of mid-day passenger train from Bendigo to Melbourne.



Bendigo race special passing through Castlemaine yard.

WELL-KNOWN facts about Castlemaine are that it is on the Bendigo line, 78 miles from Melbourne, at the junction of the lines to Maryborough and Shelbourne, and is 918 ft. up. Not so well known, perhaps, are the part it played in early railway history, and its connexion with V.R. locomotives.

As far back as 1855, a committee appointed to examine proposals for railway construction, reported that the most desirable routes would be direct lines from Melbourne to Castlemaine—with later extensions to the River Murray—and from Geelong to Ballarat, with subsequent extension westward. But it was not till 1862 that the rail link from Melbourne to Castlemaine was forged.

DD class

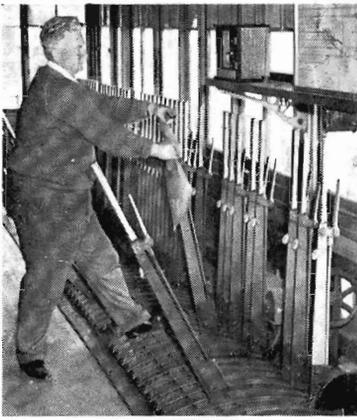
Between 1914 and 1916, 40 of the DD class locomotives were built for the Department at the engineering works of Thompsons (Castlemaine) Ltd. Employing about 500 men, the same company still supplies the Department with points and crossings and other items of equipment.

Six stations are supervised by Castlemaine—Ravenswood, Harcourt, Campbell, Muckleford, Maldon, and Shelbourne. Some outwards figures for 1965-66 were 24,998 passenger journeys, a goods and livestock revenue of \$40,604, and a total revenue of \$79,480. Outwards goods tonnage was 4,554 and inwards, 13,211. Outwards parcels revenue was \$4,566, and inwards parcels about \$24,000 for the year.

Castlemaine is one of the few V.R. stations that have a Night Officer, the others being Maryborough, Hamilton and Warragul.



End of platform is being reconstructed by staff from Works Foreman, Bendigo.



In A box, Signalman A. D. Carter makes a road for mid-day passenger train.



Gang No. 14 loads trolley with tools.



Parcels Assistant G. Dennis (left) and Station Assistant I. Emmett load van goods.



Shedman J. Murdoch stacks a load of dried seaweed. This seaweed can be used for insulation.

The connexion to Maryborough is by rail motor; the Melbourne line has a goods service only.

The bigger customers for outwards freight are Thompsons (Castlemaine) Ltd., and the Castlemaine Woollen Co. Ltd. which rails blankets, yarn and woollen goods, much of them interstate. About four wagons of *bed logs* are railed weekly to Dandenong and other stations, for the State Electricity Commission. These are logs about 1-ft. square by up to 5-ft. long that are used to stay poles. The district forests also supply sleepers; about five wagons are loaded each fortnight. Other outwards freight includes 1,000 bales of wool yearly.

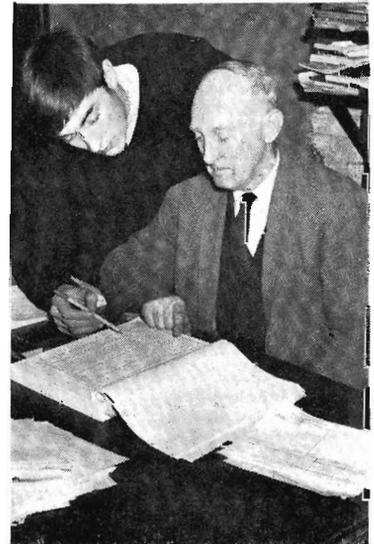
Kilderkins

An important inwards freight customer is Stoneman's Supermarket, mainly receiving groceries. Another is the woollen mills—for briquettes. Among other items of inwards freight is beer—600 dozen bottles and 100 kilderkins a week. Probably rail-

way goods staff are the only people who know what firkins (9-gal. kegs) and kilderkins (18-gal.) are—outside the liquor trade, of course. (It is a reasonable guess that customers for the amber fluid are interested only in the contents of the kilderkins).

Castlemaine was founded on a goldfield. In 1851 a rich find was made in quartz at Specimen Gully; after the news was published in the Melbourne press miners soon flocked to the Mt. Alexander field, as it was then known. Over 30,000 miners were there during the peak, and, altogether, about 236 tons of gold were taken from the Castlemaine fields.

Unlike so many towns that began as a goldfield, Castlemaine did not fade away when the gold ran out. Its citizens set up industries, the town retained some of its population, and went on to become an attractive city of nearly 7,500 people, with civic and cultural features—such as the Art Gallery—that emphasize the pride of its citizens.



Clerical Assistant K. W. Shuttleworth (left) and Goods Clerk D. I. Pike at work in the Goods Shed office.

AT CROSSINGS

TRAIN CREWS DIE A THOUSAND DEATHS

Extracts from article by Mart Ryan in the Adelaide "Sunday Mail"

...EVERY journey, every day, of a goods or passenger train on any line in South Australia is, for the crew, loaded with hidden dangers and the unpredictability and stupidity of motorists.

For the train crews it is very nearly a mission of prayer and hope.

Until you travel in a diesel hauling 1,100 tons, you may not realize what little hope you have if you take chances at level crossings. . .

No matter how careful the crew, no matter how good the brakes, no matter how perfect the safety precautions, there is no possible hope of stopping 1,300 tons on a railway line quickly.

Said Mr. Neil Head (a veteran railwayman in the cabin as an observer): "Some people must think the trains are like wheelbarrows. You just drop the handles and they stop. . ."

Between Mile End and Mitcham there are six level crossings, and before each one the driver sounds the warning on the whistle, a long, short, and a long, which every motorist should know.

The driver can see vehicles stopped, but if someone tries to beat the train there is little the driver can do. . .

Apart from the constant worry of level crossings, there are other hidden dangers for the train crews.

Just after Eden Hills, four youths were strolling along the line. Youths and children get in tunnels, they sit on the ledges, and if they fell in front of a train they would be killed.

Said Mr. Head: "It's worse in the school holidays, and we are glad when the youngsters go back to school."

Through the Adelaide Hills the driver, Bruce Bickmore, was constantly at work—watching the track, keeping an eye on his train through the rear vision mirror, and checking the engines.

He was also watching intently at level crossings.

The fireman, Michael Pillay, of Panorama, also watched. Every quarter of an hour he checked the diesel motors. . .

To Bruce the level crossings are a constant "heart failure job."

"One of the worst car drivers is the one who tears up to a level crossing and applies his brakes hard", said Bruce.

"You just about have heart failure every time. All this goes on all the time, in addition to the level-crossing danger."

There was ready-made proof. At least twice on the journey to Murray Bridge, motorists raced up to the line. One's stomach turned over while wondering whether they were going to stop.

At other crossings, motorists cruised to the crossing, but for the crew the fear of not stopping is always there.

There are other crossing dangers. At the Glenalta crossing, a sand truck pulled up only four ft. from the down track. If a train had been on the up track and this truck has inched forward, or the driver's foot had slipped off the brakes, he would have had nowhere to go except into the path of any oncoming train. . .

On the twisting track through the Adelaide Hills, drivers never know what is going to meet them around the corner.

Outside Bridgewater, around a turn, six children, aged 10 or 11, were playing near the line. The driver gave them a blast on the whistle and hoped they would not move on to the line.

Around another turn, and there were four youths with rifles near the line. Another whistle blast. . .

At one stage even a fowl ventured on to the line. It was given a short blast—and escaped.

The worst crime of all is probably crossing against warning lights.

And don't disbelieve railwaymen like Bruce Bickmore, Neil Head, and Michael Pillay when they tell you it happens every day on every route in the state!

On the Murray Bridge side of Monarto South they told us when the warning lights at a crossing had started. A few seconds later a truck and a car, going in different directions, crossed against the lights.

There were 1,300 tons rolling along the downhill stretch at more than 30 miles an hour with no chance of stopping within 500-600 yards.

Then, when the train was practically on the crossing, a car came up to the crossing fast.

The train crew's only thought again was: "Is he going to stop?"

It happened again just outside Murray Bridge—another car went across the lights. . .

JET TRAINS FOR BRITAIN

A jet engine, similar to the one in a Viscount airliner, is to be fitted to a railway locomotive as the first experiment towards a 150-m.p.h., jet-powered, rail transport system in Britain. The plan has been approved by the British Railways Board.

The engine will be a Rolls-Royce Dart gas turbine, and the fitting will be carried out by Rolls-Royce technicians working with the research team at British Rail's technical centre in Derby.

The jet-train project is now one of British Rail's leading contenders for the next technical revolution on the railways.

Professor E. R. Laithwaite has announced that he is giving up his work with the railways on the linear induction motor which has been a fancied alternative. British Rail appears to have decided that the cost of this method, which would have involved extensive changes of the ground installations, would prevent it being a commercial proposition.

The hovertrain principle has now emerged as a runner with official backing. But the Derby research team has high hopes for the jet-powered project, which might be grafted more easily on to the present system, and achieve speeds up to 150 m.p.h. ("The Australian")

THE introduction of road motor vehicles, or buses, in Victoria dates from December, 1905, when the Railway Department started a service between Prahran and Malvern. This innovation is understood to have been the first application in Victoria of self-propelled vehicles for public passenger traffic.

First Aid at Flinders Street

A much appreciated section at Flinders Street—the V.R.'s busiest station—is the First-Aid Room. Among the hundred thousand people who use the station each week-day, there are naturally a few who need attention at the Room. For this, they are invariably most grateful.

Forty per cent of the people helped are members of the public, the remainder being railway staff. The Room is staffed by Ticket Checkers Mrs. F. W. Ward and Miss A. T. Graf, both of whom hold the gold medal in first aid.

The peak season for cases requiring attention is summer, when up to 500 are handled in a month. Altogether, about 5,000 are treated each year. People who have been helped often return to express their gratitude; some send flowers; and Mrs. Ward even received a card from a woman in Singapore who, while travelling in Australia, had collapsed on the station. Many are surprised to find that such facilities exist at Flinders Street.

"It's marvellous to know that there's someone to look after you" is a frequent comment, particularly from elderly people. On one occasion, a woman's life was saved by mouth-to-mouth resuscitation; the doctor at the hospital to which the woman was sent said that she had the staff at Flinders Street First Aid to thank for her life.

The long arm of co-incidence is occasionally felt. Mrs. Ward, when called to attend a woman suffering from loss of memory, found that she was an acquaintance of some years back, and was therefore able to promptly contact the relatives.

As well as giving first aid, the staff of the Room may arrange for taxis, where necessary, or transport to hospital. When people become ill on their way to work, the firm that employs them is notified, if required.

Mrs. Ward has been 18 years in the railways, 10 of them at Flinders Street and has also worked at Elwood Car Depot. All of Miss Graf's 15 years with the Department have been at Flinders Street.

Like the V.R. first aid organization in general, the Flinders Street Room renders an unobtrusive but warmly appreciated service to the public as well as to railway employees.



Mrs. Ward (left) and Miss Graf

Newport retirement



Mr. R. J. Attrill (left) shown being farewelled by Mr. J. H. Brown, Superintendent of Steel Construction at Newport Workshops, retired recently after 25 years at the Workshops. He founded the Orthopaedic Hospital Auxiliary in 1946, and was its honorary secretary until his retirement from that position last year.

The message in the bottle

AS was mentioned in last month's Press stories about the note in the bottle thrown from a troop ship in 1916, Warrant Officer Martin

Young was a Victorian railwayman. In fact, there was a full page article on him in *The Victorian Railways Magazine* of August 1928, which reveals that he was Head Porter at Ararat, and also worked at Stawell and Ballarat, and was so well known for his superb station announcements that he was called "the western district's Man-in-Grey". Mr. J. Carroll, Roadmaster, Melbourne Yard, vividly recalls Martin Young, and says he believes that Departmental officers wanted him to come to Melbourne where his skill could have been put to better use.

Spencer Street

I have been instructed by Mr. Sid Franklin of Melbourne Rotary Club, to express our sincere appreciation to Messrs. W. J. Crichton (Stationmaster, Spencer Street) and R. G. Napier (Train Services Division), and other staff whose names are unknown to us, for their great assistance in unloading and loading the children on the recent *Train of Knowledge*.

—Richard Plympton writing to the Assistant Chief Traffic Manager



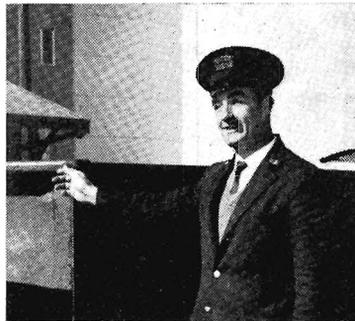
Although he joined the Department only in 1952, Assistant Stationmaster V. A. Angellozi (shown at his desk at Coburg) has worked in three branches. He began with a special works gang at Ashburton; after a few months he transferred to the Rolling Stock Branch as a car cleaner, and started in the Traffic Branch 2½ years later. Since then, Mr. Angellozi has also worked at West Footscray, Fairfield, and Graham.

Civil defence exercise

THE railways played a part in the St. John Ambulance Brigade's civil defence exercise held at Waverley on Sunday, July 30. At 9 a.m. a simulated bomb attack was made on a train stabled at Glen Waverley station, and later the railway bridge at Blackburn Road, Syndal, was "blown up". Headquarters of the exercise were established at Mt. Waverley station, and Mr. C. W. Paterson, first aid attendant from Jolimont Workshops, was in charge of the exercise.

FOR many years, two Castlemaine ladies—Mrs. Kitty Parker and her sister-in-law, Miss Sadie Parker—whose home was adjacent to the railway line, made a practice of waving to the crews of passing trains. Then, at Christmas time, the ladies would put up a large sign extending seasonal greetings to all the train crews. The kind thought behind this was that the ladies felt railwaymen would know "someone was thinking of them". Train crews came to regard the ladies as personal friends. But . . . next Christmas there will be no sign. To the grief of railwaymen, Mrs. Kitty Parker died on July 28, and her sister-in-law will be leaving Castlemaine.

From Dublin



Shown giving departure signal at Westmere, Assistant Stationmaster E. V. Keegan came from Dublin, Ireland, and joined the Department in 1960. He has worked at Warracknabeal, Curyo, Horsham, and Walpeup, and has been at Westmere for a year. When there's time for it, Mr. Keegan likes nothing better than a round of golf.



Mr. J. Leversha, stationmaster at Hamilton, is one of the district's leading bowlers. Arriving three years ago from Dimboola, where he was secretary and club champion of the V.R.I. bowling club, he has skipped the Hamilton pennant team in the Western Bowling Association competitions. Mr. Leversha has also been stationmaster at Berriwillock, Cudgewa, Nyora, Yea, Sale and Murtoa.

Geelong ball

THE third annual Geelong Railway Cabaret Ball, held last month, was a very successful function that drew an attendance of 325 to the Centenary Hall, Norlane. Parties came from Ballarat, Melbourne, Little River, and Cressy. Among those present were Mr. G. F. Brown, Chairman of Commissioners, and Mrs. Brown, and the new member for Corio, Mr. Gordon Scholes. The function was organized by the Geelong Railway Christmas Tree Fund; the ticket secretary was Mr. K. Donovan.

Returned servicemen's dinner to country delegates



Group at the annual dinner given recently by the V.R. Returned Servicemen's Section to its country delegates. Guest of honour was Surgeon Rear-Admiral Lionel Lockwood, C.B.E., M.V.O., D.S.C., R.A.N. Retired (left in front row). Other guests included Messrs. G. F. Brown (Chairman of Commissioners), E. P. Rogan (Deputy Chairman), L. A. Reynolds (Commissioner), and senior railway officers. Country delegates who were able to attend were Messrs. G. Brown (Bendigo), R. Bunting (Dimboola), R. Deacon (Geelong), W. Gilbert (Ballarat), E. Jarred (Sale), G. Paterson (Warragul), and C. Stephens (Ararat). There were also a number of other country guests, and three national servicemen who have returned to the Department after service in Vietnam—Messrs. G. Hyatt, G. Vibert, and G. Hurnell. The V.R. Returned Servicemen's Section was formed to help all railway ex-servicemen. There are 13 country sub-sections as well as those in the metropolitan area. The secretary is Mr. H. F. O'Brien, Passenger Audit, Flinders Street, (tele. auto. 1595).

RECENT RETIREMENTS

ROLLING STOCK BRANCH
Ahern, L. F., Newport
Biffin, T. H., Newport
Scott, A. W., Jolimont
Le Plastrier, G. V., Newport
West, R. J. C., Shelter Shed
McCarthy, C. E. J., Newport
Hall, T. F., Newport
Tsoutsoulis, N., Newport
Orth, C. B., Newport
Reed, L. R. S., Newport
Heap, A. J., Jolimont
Hogg, L. P., T.L. Depot

TRAFFIC BRANCH
Neal, A. H., Koroit
Greetham, E., Head Office
McKenzie, J. W., Melbourne Goods
Benney, J. E., Macedon
Lambert, G. R., Melbourne Goods
Harridge, C. R. C., Korumburra
Keogh, J., C/- Metro. Supt.
Burland, L. A., Head Office
Johns, T., Wallan
Rogers, E. N., Flinders Street
Miller, J. W., Melbourne Goods
Humphries, F. J., Flinders Street
Coffey, J. F., Ararat
Hammill, H. T. R., Bendigo
Gainford, R., Melbourne Goods
Yole, A. A., Spencer Street
Dorn, W., Melbourne Goods
Bourke, J. R., Ararat
Hogan, M., Flinders Street
Blenheim, H. K., Melbourne Yard

WAY AND WORKS BRANCH
Splatt, H. A., Corio
Murren, A. J., Flinders Street
O'Meara, J. J., Ironworks
Fury, P. L., Spotswood
Thompson, A., Geelong
Arnott, W. L., Flinders Street
Hindson, H. T., Metro. D.E.
Way, J. F., Head Office
Saccuzzo, Spotswood
Reed, C. A., Flinders Street
Bucci, S., Spotswood
Mason, A. F. A., Spotswood
Westblade, J. A., Bendigo
Shanks, G. R., Special Works
Webb, V. G., Warnambool
Alejew, M., Geelong

REFRESHMENT SERVICES BRANCH
Simmonds, L., Flinders Street
Doig, S. (Mrs.), Newport
Collins, F., Flinders Street

ELECTRICAL ENGINEERING BRANCH
Eden, A. E., Distribution Division
Wiltshire, H. G., Distribution Division
Brewer, G. T., Distribution Division

STORES BRANCH
Wilson, A. G., Reclamation Depot
Farrelly, B. J., Spotswood General Storehouse

NEWS LETTER REGRETS TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH
Ross, G. L. E., Newport
Sawyer, R., Newport
Sobczyk, A., Jolimont
Cianchi, A., Nth. Melbourne
Winn, G. W., Head Office

TRAFFIC BRANCH
Kazimierski, E., Melbourne Yard

WAY AND WORKS BRANCH
Birthisel, L. E., Rutherglen
McAnulty, R. P., Bendigo
Kozubal, J., Donnybrook

STORES BRANCH
Robertson, C. H., Spotswood
Workshops Storehouse

COMMERCIAL BRANCH
Prewett, E. A., Jolimont Work-shops

RAIL USERS SAY . . .

Sandringham

I would like to express my sincere appreciation and thanks for the kindness and courtesy I received from the Stationmaster at Sandringham. On July 5, I had the misfortune to fall on Flinders Street station, but somehow managed to get in the 3.35 p.m. train to Sandringham. However, on arrival there, I was unable to stand, let alone walk. The S. M. and another passenger carried me into the station office, and at my request the S. M. rang my doctor and made arrangements for a taxi to take me to the clinic. With the help of an assistant, he very carefully carried me into the taxi.

I shall always remember with deepest gratitude the kindness and patience I received from him that day, while suffering from shock and great pain.

(Mrs.) *Thelma Dando, Tramway Parade, Beaumaris, writing to the Chairman*

Young visitors

CHILDREN are invariably most appreciative after they have been shown over a railway station. A group that recently visited Yea, sent the Stationmaster a batch of drawings; others who were shown over North Williamstown sent in letters illustrated by sketches. Typical of them was one from Niki John Kwaczal who wrote: "Thank you very much for letting me see the signal box and the station. It was interesting and Mr. Miller was very kind to let me see the levers. I liked it very much."

Southern Aurora

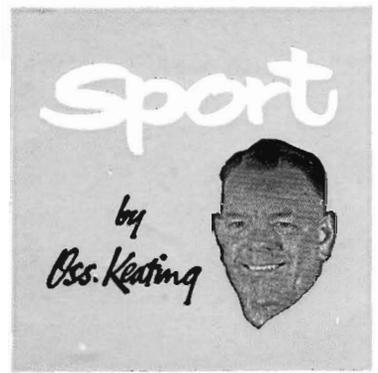
HAVING, for the first time, travelled on *Southern Aurora* from Sydney to Melbourne (Car 4, 7.6.67) I wish to congratulate you on the excellent service provided by the young, pleasant conductor on this trip (Conductor K. Rosenow—Ed.) as I found it equalled the service on our airlines.

—(Mrs.) *J. Henke, Warrandyte, writing to the Commissioners*

Lilydale

I am writing this note to say how grateful I am for your help in returning my folder which I left on the train . . .

—*Judith Liss, writing to the Stationmaster, Lilydale*



Golf

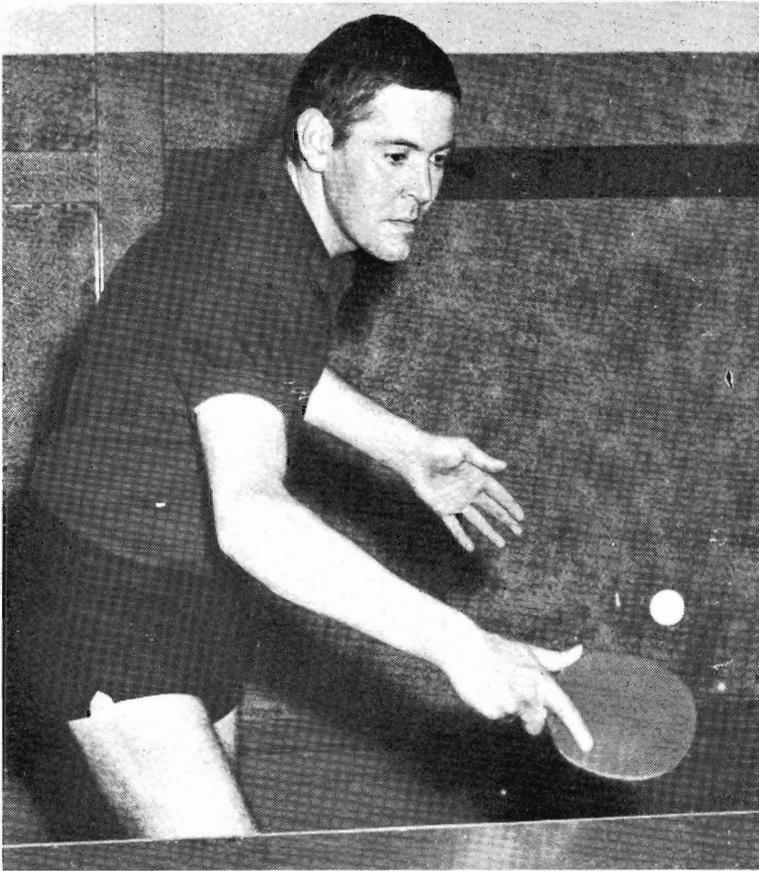
TWO big tournaments have been held recently—East Gippsland and Wimmera. A wonderful entry of 116—the largest yet—was received for the East Gippsland fixture, with players coming from as far as Ultima. The weather was ideal for golf, and all players had a most enjoyable day. Major prize winners were—A grade open, B. Cullen (Traralgon); A grade handicap, B. Williams (Traralgon); B grade open, J. Warner (Bairnsdale); B grade handicap, D. Foenander (Traralgon); C grade open and handicap, R. Crane (Traralgon). Doug Foenander also won the N. Brown Memorial Shield.

Mr. Arthur Cron, popular president of the V.R.I., Traralgon Golf Club, assisted by Messrs. Frank McCloskey and Bob Richards, V.R.I. Councillors, presented the many trophies.

Many compliments were paid to the organizers for the efficient manner in which the fixture was conducted and the excellence of the meal provided.

Up Dimboola way, the 17th Annual Wimmera Golf Tournament was staged on Sunday August 20.

Again, a most satisfactory entry was received by the organizers; 84 players (including 17 associates) competed for the many trophies available. The Wimmera Championship was won by V. King (a local) who returned a 76 (off the stick), and the A and B grade handicaps were won by Messrs. M. Shipsides (Dimboola) and N. Joyce (Murtoa) who returned a net 68 and 62 respectively. In the associates section, Mrs. P. Pianta (Dimboola) won the championship with a 92, and Mrs. Barron, also from Dimboola, won the handicap with a net 69. Council were represented at this tournament by Messrs. J. Williamson, F. McCloskey, and R. Richards, who assisted Mr. D. Passey, President of the Dimboola V.R.I. Golf Club, to present the various trophies. A Bar-B-Q served after the presentation of trophies topped off a most enjoyable day.



Barry Smart playing a practice game at V.R.I. Flinders Street.

Table Tennis

IN spite of an excellent entry from the country, both in numbers and quality, the 1967 championships, conducted by the V.R.I. Table Tennis Association on Sunday, July 30, at the Albert Park Table Tennis Centre, proved a triumph for the metropolitan players, as they cleaned up all titles they were eligible to compete in. The Open Singles Championship was won by Barry Smart (metropolitan) from Erik Poulson (Serviceton) and then Barry paired with Wal Lawrie to beat Mick Carroll and Stan White (also from the metropolitan area) and so win the Open Doubles championship.

Mel Davey, from Geelong, turned on a good display to beat Gino Roiter, of Horsham, in the Country Singles event. The final event, the Consolation Singles, was won by Mick Carroll from John Rees (both metropolitan players.)

A feature of the tournament was the excellent performance put up by Erik Poulson, from Serviceton, runner-up in the Open Singles Championship. Erik has little opportunity of playing against top class opposition

but during these championships made his presence felt in every event he contested.

At the conclusion of play, Mr. F. J. McCloskey, Chairman, V.R.I. Sports Committee, presented the L. J. Evans Shield and other trophies to the winning competitors. Our General President, Mr. M. McKenzie, our General Secretary, Mr. F. Mitchell, and quite a few councillors of the Institute were interested spectators at various times during the day. The organization of the tournament was again in the hands of the V.R.I.T.T. Association's Tournament Committee led by President, Mr. D. Catchpool, and the Secretary, Mr. G. Smith, and was, as we have come to expect from this team, really first class.

Country carpet bowls

REPRESENTATIVES from Ballarat, Benalla, Bendigo, Geelong, Korumburra, Maryborough and Seymour competed in both the ladies' and men's sections of the 1967 Country Carpet Bowls Competition. Bendigo (winners of the ladies' championship in 1966), had to be content with second place,

after lowering their colours to Ballarat, 22 to 13 in the final. In the men's section of the championship, Bendigo retained their 1966 title by beating Benalla 23 to 17 in their final. The ladies' consolation final saw Benalla beat Maryborough, 13 to 5. The men's consolation final was an all Bendigo affair when Bendigo 1 beat Bendigo 3, 13 to 7. Mr. M. McKenzie assisted by Mr. F. Mitchell presented the trophies to the respective winners.

Tennis

THE annual meeting of the V.R.I. Tennis Association will be held here at the V.R.I. on Thursday, October 5, at 8 p.m. All interested members are asked to attend, and team secretaries are reminded that entries for the 1967/68 summer season will be taken at this meeting. Players are further reminded that the Intersystem Carnival will be held in Sydney on March 10-20, 1968. Applications from those seeking selection in the team, should reach me C/- V.R.I., Melbourne, not later than October 23.

This year's State Championship will be held at the V.R.I. Tennis Courts, Royal Park on October 21 and 22; both singles and doubles events will be contested. Entry fees are \$1.00 for the singles and 50 cents for each player in the doubles. This tournament will be used as a guide to selection of the Carnival team, and it is hoped that a large entry will be received. Country entries will be most welcome. It is hoped that players from outside the metropolitan area will make themselves available for selection in the interstate team. We are well aware that there are a number of excellent tennis players among our country staff, and it is the Tennis Association's desire to field the strongest possible side in Sydney.

On the social side, the Tennis Association has decided to hold a Cabaret Ball in the Starlight Room at the Palais, St. Kilda, on Tuesday, October 24. Tickets (\$7.00 per double) are limited, so if you want a first class night out you should contact Lin. Butcher, on auto. 1110 (Room 61, Head Office) without delay. An excellent night's entertainment is assured.

DOG FOUND

I wish to express my appreciation of the help given by your assistant stationmaster (Mr. John Forrest) at Loch, when our dog failed to arrive by the train on which it was expected. . . . Also thanks to Train Control for their help in tracing the dog. (Mrs.) M. Rolfe, Jeetho, writing to the Secretary

VICTORIAN RAILWAYS

NEWS LETTER

OCTOBER

VR

1967



Off-peak fares extended

ON September 25, off-peak fares were extended to allow travel on earlier trains to Melbourne. From that day, the off-peak fare concessions applied to suburban trains reaching Melbourne between 8.55 a.m. and 4 p.m. Previously, the first available off-peak trains were those arriving in Melbourne not earlier than 9.30 a.m.

More than four million off-peak tickets are sold every year. They give travellers a 30 per cent. cut on the normal return fare, with a minimum fare of 25 cents.

8-carriage trains

SIX 8-carriage metropolitan electric trains began running on the Belgrave, Lilydale, and Glen Waverley lines on October 2. More 8-carriage trains will be introduced on those lines early next year.

Wagons for containers

AGREEMENT has been reached on the design of a railway wagon for the international container shipping service. The agreement covers design details of the wagon necessary to move containers between exporters' rail sidings and the international container terminal being built at Melbourne.

Following a recent conference at Shepparton to demonstrate and discuss various alternative types of railway rolling stock and methods of loading, it was decided that a special 63-ft. flat-top rail wagon would meet requirements.

When loading through the end doors of containers at a rail siding, with the containers on the rail wagon, one 20-ft. container will be at each end of the wagon, with the doors opening on to the space on the rail wagon. Exporters will use this space—a platform formed by the floor of the rail wagon—from which to load each container, using fork-lift trucks or any other means.

When loading into containers at rail sidings is not required, the wagon can carry three 20-ft. containers, or one 40-ft. and one 20-ft. container.

All Australian railway systems have agreed to the production of a standard specification 63-ft. wagon for this purpose, and production of a prototype will begin immediately.

The Managing Director of Overseas Containers Australia Pty. Ltd.,

V.R. CHAIRMAN COMMENTS ON

UNFAIR COMPETITION

MOST commercial road vehicles—something like 85 per cent.—are engaged in local work, bringing goods to and from wharves and rail terminals, and making direct short-haul deliveries.

The operators of these services are conducting a valuable community service and are an essential adjunct to the railways in performing a complete transport task.

It is only the remaining 15 per cent. of road operators who are engaged in long-distance work in competition with us. Much of the traffic these operators carry is permitted on the road under the State transport laws. This includes such items as livestock, fruit and vegetables, bulk petroleum products, superphosphate, perishables, and certain building materials.

But probably the worst competition from both the State and Railways view, is that from the border-hopping carrier who, by taking advantage of a legal loophole, is able to carry any goods between Melbourne and places within striking distance of a State border.

Border-hopping consists of carrying goods between two towns within the same State, say Melbourne and Mildura, but taking them for a short trip into New South Wales and back again so that the whole movement can be claimed to be interstate and not subject to State laws. Because of this and for the reasons set out below, road hauliers are able to undercut rail

rates for wool and other higher-rated goods, and unfortunately many farmers send these goods by road, and use the railways only for superphosphate and other low-rated goods.

Much of the traffic carried by long-distance hauliers should, under equal competitive conditions, be handled by rail; but these hauliers enjoy certain advantages which make competition between rail and road inequitable.

Briefly, the road hauliers' unfair advantages are:

- their right-of-way—the roads—are provided for them largely at the cost of private motorists and taxpayers;
- they are not obliged to provide regular services to small and large towns alike;
- they do not have to consider the development and economy of the State when setting their rates;
- they pick and choose what they carry; they take the higher-rated goods, we take what is left;
- and finally, road hauliers' charges would be higher, in many cases, if all road operators complied fully with traffic and industrial laws and conditions, and if all road maintenance charges were paid in full; (see *July News Letter* for extracts from article by the Chief Secretary).

Mr. R. W. Eaton, said that his company had participated in the conference at Shepparton, and could now complete its arrangements for the layout of the container terminals being built in Australia, in preparation for the introduction of the international container shipping service.

Another important result of the conference, added Mr. Eaton, was the decision by his Company to accept, at the terminals, the 20-ft. containers facing inwards on rail wagons rather than facing the same way. Mr. Eaton explained that, because of design and operational requirements in the United Kingdom, it was necessary for all containers to be discharged from a ship facing the one way. However, his Company realized

that this requirement would have seriously increased the difficulties of exporters in Australia, both with respect to capital cost of rail siding facilities and with operational costs. Therefore, Overseas Containers Australia Pty. Ltd. would provide the container turn-round facility at the terminal.

FRONT COVER

WITH sky and grass echoing in softer tones the blue and gold of the two X class locomotives, the Adelaide fast goods makes an attractive picture as it climbs out of Bacchus Marsh.

THE RAIL·PAK STORY

Nearly 150 true-to-scale models of locomotives, passenger carriages, and freight wagons helped to draw large crowds to the V. R. exhibit at the Royal Agricultural Show.



Pictured, from left to right, at the opening of the exhibit are Mr. G. F. Brown, Chairman of Commissioners, Mr. N. Cave, railway engineer responsible for the construction of the models and design of the miniature railway layout, the Hon. Vernon Wilcox M. P., and Mr. C. Watt, Foreman of the Electrical Shop, Spotswood Workshops, who designed the electrical equipment and supervised the construction of the layout.

RAILWAYS could not be considered "old hat", said the Minister of Transport, the Hon. Vernon Wilcox, M. P., when he opened the V. R. exhibit.

"There are exciting railway developments around the world in the freight field and commuter services", he said.

The Minister pointed out that the Department was very closely associated with the Royal Show, providing special express train services, special trains with low fares for parties of students, and special freight concessions for livestock exhibits.

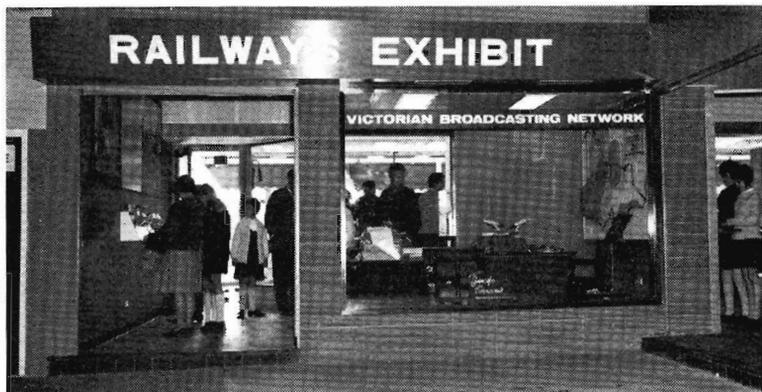
This year's exhibit at the Show was a milestone in that important field of railway publicity. It marked the change into a larger area than that occupied in previous years. This enabled the ever-popular miniature railway to be extended. It now has 180 ft. of main line, two branch lines of 62 ft. and 22 ft., and 102 ft. of siding—a total of 366 ft.

Light-sensitive relays, set between the rails and activated by the shadow of trains passing above, keep the models running at regulated speeds—stopping or slowing a train approaching too close to the one ahead. Magnet-operated relays also help to control the trains. (See *News Letter*, June 1967)

Each of the trains travelled the scale equivalent of 7,000 miles during the Show. The model train display—there were 10 trains running—could be seen both from inside the exhibit and from street level.

As the title—The Rail .Pak Story—reveals, this year's exhibit showed what the Department can offer in the important field of container traffic. About 40,000 containers are now handled annually—an indication of how rapidly this traffic is developing. Large (1/12th scale) models of wagons used for containers were on display, and an 8-page tabloid newspaper, *Victorian Railways News*, was specially printed for distribution at the Show.

As in previous years, an advisory bureau, staffed by Commercial Agents, supplied information; and free identity discs for children were distributed.



View of the exhibit from inside the Administrative Building. Space for the Victorian Broadcasting Network was provided in the exhibit.

THE Mann boudoir carriages, imported from U.S.A. for the Melbourne—Adelaide service that opened on January 19, 1887, were the first sleeping carriages on the Victorian system.

RAILWAYS HELP GEELONG

IN this summary of a talk given to Geelong Legacy, Mr. G. F. Brown, Chairman of Commissioners, answers questions raised by critics, and shows how essential the Railways are to Geelong's expansion. The Department's dependence on loan money to improve railway services is also stressed.

Geelong is a focal point of Victoria's economy, with its harbour handling vast tonnages of imports and exports.

But with a population of approximately 100,000 people, Geelong is, perhaps more than any other provincial city, dependent on the rail system for its progress and prosperity. Its larger industries and harbour facilities are an integral part of the rail network.

The principal exports through the Port of Geelong come from the far corners of Victoria, as well as from parts of neighbouring States; its products and imports are distributed widely, too.

The railway network from Geelong spreads its fingers out to Melbourne, the north-east and east, through Ballarat to the north and north-west, and through Warrnambool to the west, with a main feeder line to Ararat.

EARLY HISTORY

The early settlers of Geelong talked of a rail link to Melbourne as far back as 1846, but it was not until February 1853, when the Geelong and Melbourne Railway Company was incorporated, that any positive action was taken.

The Company's Charter provided for a line from Greenwich (now known as Newport) to Geelong. Work began in September 1853, and the line opened for traffic nearly four years later—in June 1857.

The original train service provided three return trips per week-day, each of which connected with a steamship to Melbourne. It was not until the line was connected to the Government services from Melbourne to Williamstown in January 1859 that a through train journey from Geelong to Melbourne was possible.

As a matter of interest, the fares charged when the line was opened

were very little less than today, but with a vastly different base wage rate. The fares, including steamer fares, were first-class single 12/6d., first-class return 20/-, second-class single 10/-, second-class return 16/-, third-class single 6/- and third-class return 10/-.

With the opening of the Geelong-Ballarat link in 1862, Geelong's present rail network was completed. The Port Fairy line was built in stages between 1876 and 1890; while the opening of the Gheringhap-Maroonna connexion was much later—in 1913.

DUPLICATION

As Geelong's harbour facilities and industry grew, many proposals were put forward to improve the single line between Newport and North Geelong, and in 1950 the Parliamentary Public Works Committee recommended that the line be electrified and partly duplicated.

Duplication began in 1958, and various completed sections have been brought into operation. The restricted finance available and priorities throughout the State have greatly delayed this work, but in October 1968, double-line working will be introduced between Melbourne and Werribee with the single line still between Werribee and Corio.

Each track of the duplicated line is signalled for two-way operation in order to obtain maximum capacity with complete flexibility of train operation.

Work on the final Werribee-Corio section will start as soon as funds are available. Future plans allow for centralized traffic control, similar to that on the standard gauge line from Melbourne to Wodonga, enabling one man to control the operations of all trains between Newport and South Geelong.

ELECTRIFICATION

Although electrification of the line

was also recommended, the changing pattern of railway operations has made such plans economically unsound.

The diesel locomotive, with its cheaper fuel and maintenance costs, has proved to be a more economic proposition.

Although the capital cost of an electric locomotive is lower than that of an equivalent diesel, the cost of power at the rail is nearly three times greater than that for the diesel. When one considers the additional cost of providing an overhead power supply and its maintenance, it is easy to realize that electrification of the line is out of the question.

NO STANDARD GAUGE

Of approximately 1,560,000 tons of inward traffic and 1,300,000 tons of outward traffic handled at Geelong during 1965-66, only about 60,000 tons inward and 50,000 tons outward could possibly use standard gauge facilities. **This amounts to only 6 per cent. of all tonnage, and is insufficient to justify the considerable capital expenditure required for a standard gauge extension to Geelong.**

It is more economical to pass the wagons through the Dynon bogie exchange centre. Capital money—so scarce—is thus employed more usefully. It would require a major change in Wheat Board policy or some other major upsurge of traffic to make any standard gauge proposal feasible.

GOODS SERVICES

In Geelong and its immediate surroundings are many major industries; some of these are manufacturing concerns such as Ford Motor Co. and the International Harvester Ltd., but the majority of Geelong industry is vitally concerned with material handling in a big way. The principal

Diagram at right shows improvements to the Geelong line, and future work planned. The estimated cost of the major future project—the duplication from Werribee to Corio is:

earthworks, structures and track	... \$3 million
signalling (including centralized traffic control from Altona Junction to North Geelong)	... \$1 million
Total	... \$4 "

commodities handled are—

- wheat and oats at the silos (wheat this year is coming from many Riverina areas that formerly shipped via Sydney);
- superphosphate to be sent to primary producers (again through bogie exchanging, the Riverina is served from Geelong);
- wool from the country, and then from sales to the point of shipping or processing;
- cement, coal, briquettes and oil.

This all means large tonnages to be carried at a definite time to a strict schedule. The Railways, and only the Railways, can provide such a service.

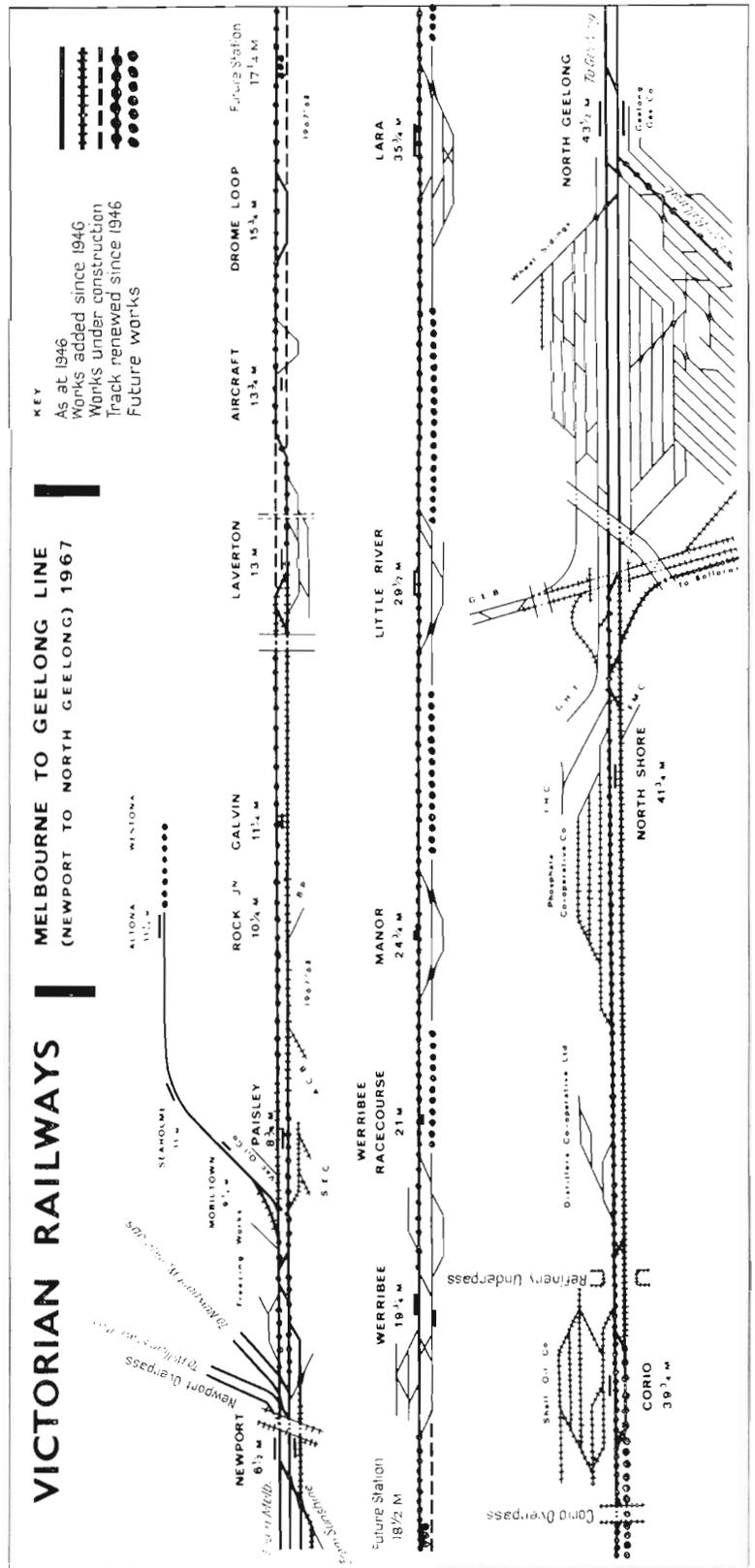
Some idea of the magnitude of the transport task to and from Geelong may be gained from the following statistics.

During the year 1965–66, 1,562,000 tons of goods were railed into Geelong, and a further 1,297,000 tons were loaded at Geelong and taken to all parts of the State—a total of 2,859,000 tons handled by rail in Geelong for the year.

In an average month, the following wagons are loaded or unloaded in the Geelong area—

	No. of wagons
Phosphate Siding	4,300
Cresco	2,300
Shell Co.	180
Fyansford	1,400
Waurin Ponds	500
Geelong Yard	1,850
Ford Co.	800
A.B.B.	200
Jacksons	100
Coal	800
Wool	40
International Harvester...	450
Wheat silos	6,200
Oat silos	200
Total	19,320

This is 750 wagons per day during a 6-day week. However, fluctuations



in traffic requirements cause daily loadings and unloadings to rise to over 1,000. When the movement of empty wagons and the handling of those wagons passing through the Geelong Yard, is added, this figure could well be doubled.

Those who can recall the days when a complete stoppage of rail traffic occurred, with its consequent dire effect on Geelong industry, will agree that a well organized rail service is a necessity.

WHAT ABOUT COSTS?

For goods loaded in the Geelong area, the railways receive approximately 2 cents per ton-mile, calculated on an average journey of 140 miles (the general average for Victoria is 163 miles).

Although there have been steep rises in wages and fuel costs since 1939, a constant effort has been made by the Victorian Railways to absorb as much of these increases as possible by adopting modern methods to improve operating efficiency. In fact, the average return per ton-mile is now less than 10 years ago.

The greater use of facilities, coupled with the constant drive to reduce both maintenance and operating costs, have kept rates at an extremely low level.

However, some rates are so low that they constitute a subsidized service to manufacturing companies and primary producers. The State Government does not provide any subsidy to cover the difference between actual cost and the extremely low rates charged.

GREATER EFFICIENCY

Since the year 1949-50, improvements in operations have resulted in—

- increase of 36 per cent. (from 10.8 to 14.7) in the number of miles per train hour;
- increase of 37 per cent. (from 27 to 37) in the average miles per wagon per day;
- reduction in the standing time of trains by 36 per cent.;
- increase of 40 per cent. in the average contents ton miles per day;
- increase of 34 per cent. in traffic train miles per hour;
- increase of 55 per cent. in the gross ton miles per train hour;
- increase of 124 per cent. in the contents ton miles per train.

The major factor in these improvements is the use of diesel locomotives with their average speed of 22 m.p.h. against 11 m.p.h. for steam stock.

BENEFITS TO GEELONG

It may be thought that these figures mean much to the Railways but very little to the people of Geelong. This is quite wrong.

The movement of such large quantities of freight involves manpower—both railway and private—and provides a large field of employment for residents of Geelong.

Track gangs, and tradesmen to keep tracks, buildings and signals in order, keep 115 Way and Works Branch men in full employment.

Rolling Stock repair and maintenance staff, drivers and firemen, men to repair tarpaulins and lubricate trains, involve a staff of 213 men from the Rolling Stock Branch at Geelong.

Traffic Branch employees—including station staff, clerical officers, shunters, guards, goods checkers and supervisors—account for a further 331.

Add to these Accounting, Refreshment Services, and Stores Staff, and there was a total employment, in 1966, of 695 men who were paid more than \$1,650,000 for the year.

This group, which comprises all V.R. men, is only part of the picture. Each wagon coming into or going out of Geelong must be loaded. When the loading of up to 1,000 wagons in any one day is considered, it is obvious that the total wages bill will be two to three times that spent for railway labour alone.

Thus, each year the railways provide regular work for a large number of men, and their wages play a very important role in the prosperity of Geelong.

PASSENGER SERVICES

In 1965-66, 442,000 passengers purchased tickets in Geelong, of which 226,441 travelled to Melbourne, and many other passengers used trains terminating at Geelong or passing through the area.

Thus, the passenger rail service not only provides a reliable means of travel for those people commuting each day to Melbourne, but also brings a regular flow of people to and from the business houses of Geelong.

The service provided between Geelong and Melbourne is:

(a) Up to Melbourne :

Mon.-Fri.	Saturday	Sunday
10 trains	8 trains	3 trains
First	First	First
6.15 a.m.	7.26 a.m.	8.50 a.m.
Last	Last	Last
7.25 p.m.	7.05 p.m.	8.35 p.m.
or		
9.05 p.m.		
Fridays		

(b) Down to Geelong :

Mon.-Fri.	Saturday	Sunday
11 trains	8 trains	3 trains
First	First	First
7.04 a.m.	7.04 a.m.	8.52 a.m.
Last	Last	Last
11.15 p.m.	11.15 p.m.	7.32 p.m.

Of these trains, five run in each direction as expresses for all or portion of the journey.

In addition, eight trains in each direction are provided for the use of passengers between Melbourne and Werribee.

Trains in the peak period complete the 45-mile journey in 1 hour to 1½ hours, but of course, in the off-peak, lightly loaded trains stop at all stations and therefore the journey takes longer.

NUMBERS TRAVELLING

From Mondays to Fridays an average of 750 passengers daily travel to Melbourne from Geelong, while 700 passengers travel to Geelong. Of these passengers, 400 travel up on the two early morning trains (320 on the 7.26 a.m.) and 450 return from Melbourne on the three evening peak trains (340 on the 5.10 p.m. ex Melbourne).

Consequently, the remaining seven or eight trains in each direction carry only an average of 44 passengers to Melbourne and 35 passengers to Geelong.

Although passenger trains do not always run at the ideal time for every passenger, they do provide the best service that is economically possible at the moment, and until the number of passengers increase, and improvements to the facilities which are now in hand are completed, little change in passenger services can be contemplated.

However, when duplication between Newport and Werribee is finished, the schedules of Geelong trains will be reviewed, as it may then be possible to express more trains between these stations.

FARES

Passenger traffic from Geelong earned \$296,961 in 1964-65, for 442,000 passenger journeys; but approximately one-third of all passengers used periodical tickets, which give a very low daily cost to regular

commuters when compared with those of suburban passengers.

The following comparison of fares with those of other commuters is of interest—

Station	Day Miles return	Yearly (250 days) daily basis	
		\$	cents
Frankston	26½	0.84	116.70
Werribee	19½	0.75	114.30
Geelong	45	2.60	117.00
Mornington	39	1.52	185.70
			(Arbitrary)
			116.70
			(Scale)

Actually, on the basis of a five-day week, the Geelong commuter, for only .1 of a cent a day, travels 27 miles more than his Frankston counterpart; and for only 1 cent a day more, he travels 51 miles further than his Werribee counterpart. (It must be pointed out that as far as the above fares are concerned, three different fare structures apply.)

There have been many requests made for a reduction in fares for Geelong passengers, and with this end in view, methods of rationalizing the fare tables are now being examined. However, it is clear that, in order

to obtain a rational fare structure with reduced daily fares there must be a considerable increase in periodical fares. These problems are being fully investigated.

DEPENDS ON LOAN MONEY

Although the basic wage has been rising steadily, there has been no increase in the amount of loan funds allotted to the Railways. This, in effect, means that the value of the loan funds has decreased insofar as spending power is concerned.

In 1954 the Railways were receiving 20 per cent. of the loan funds allotted by the Government. Last year their proportion had fallen to 12.4 per cent.

The 1964 report of the Committee of Public Accounts, while stressing that the Victorian Railways Commissioners had made the best possible use of the funds available, pointed out this proportional decline, and stated that the Railways had been denied essential funds.

The Committee recommended a substantial increase in loan moneys allotted to the Railways over the

following 5 to 10 years, but this has not been received.

As far as Geelong is concerned, Railway executives would be very happy to see:

- an early duplication of the Geelong line;
- an overpass at North Shore;
- the elimination of the Victoria Street bottleneck;
- flashing lights at all level crossings, and
- provision of a better quality passenger carriage on the Geelong line.

But all this depends on the amount of loan money made available to the Railways. And whatever money is received must be spread over the many railway works that are being done.

In such a rapidly expanding State as Victoria, everything cannot be done at once. Some priorities for the allocation of public funds must be given.

The speed with which railway works can be completed to meet public demand, depends entirely on the Railways rising to a higher place on this list of priorities.

QUICK BRIDGE REPAIRS

SPLENDID team work by railwaymen reduced to a minimum the inconvenience to the public that was caused last month when the load on a motor truck damaged the rail bridge over the Nepean Highway at Gardenvale.

The damage occurred at 1.25 p.m. on Thursday, September 21. The bridge was promptly inspected by railway engineers, and at 1.53 p.m. the up line was declared unfit for traffic. Half the Nepean Highway was closed to traffic, and single line working was instituted on the down line between Windsor and Brighton Beach. By 5 p.m., temporary repairs brought the up line back to service with a speed restriction of 5 m.p.h. over the bridge.

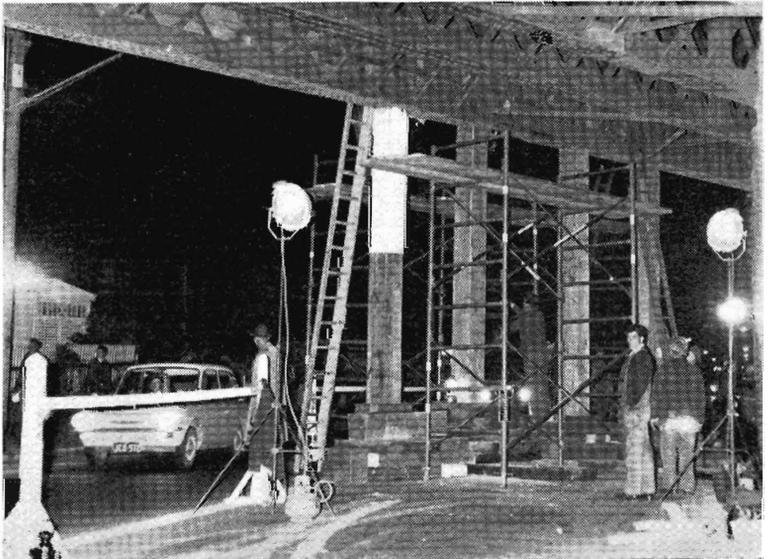
Shifts of men under the Metropolitan District Engineer, Mr. A. L. Johns, worked 24 hours a day to complete repairs. Between 7 p.m. Saturday and 4.30 a.m. Monday, absolute occupation of the up line section was given to the Way and Works Branch, and a shuttle service of buses ran between Sandringham and South Yarra. Normal train services were restored from the first train on Monday morning, and by 3 p.m. the same day, road traffic was back to normal.

As well as a large section of plate,

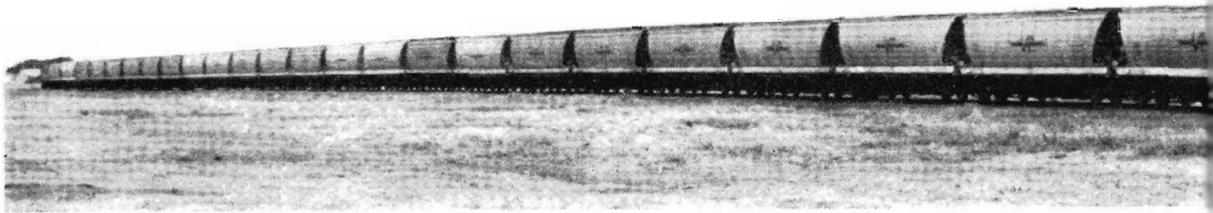
about 350 high tensile bolts were used in the repair work. Excellent co-operation was received from traffic police and Caulfield and Brighton councils.

September was a bad month for road vehicle damage to rail property. Only four days after the Gardenvale incident, the rail bridge over Inkerman Street at Balaclava was damaged

by a motor transport, causing a speed restriction of 15 m.p.h. Earlier in the month, on September 8, a road transport damaged an Ascot Vale railway bridge, causing cancellation of three trains and delays to five others. And only the night before, a car crashed through a railway fence at Pascoe Vale and seriously delayed two trains.



Railwaymen at work on the round-the-clock repairs to Gardenvale railway bridge over the Nepean Highway. ("The Age" Photograph)



V.R. PIPE-LINE TO ANYWHERE

THE discovery of large volumes of natural gas off the south coast of Victoria has given rise to much discussion concerning the best way of conveying it to users in Victoria and N.S.W.

The natural gas involved consists of approximately 95 per cent. Methane, a gas which can be readily liquefied for ease of handling and transport.

Although, up to the present, the Victorian Railways have not carried liquid Methane, they are regularly moving large tank wagons of the liquid petroleum gases Propane and Butane.

V.R. moves L.P. gas

Three large Victorian country centres—Ballarat, Warrnambool and Warracknabeal—depend for their gas supplies, on the regular delivery of this L.P. gas in railway tank wagons. Each wagon holds enough gas to supply the needs of 2,500 homes for one month.

The gas is either brought in 17,000-gal. capacity tank wagons from Matraville, N.S.W., and bogie-exchanged from the standard gauge line to the Victorian 5 ft. 3 in. system, or is supplied direct from Bittern, Victoria.

Tank wagons used are uninsulated, and are designed for a pressure of 255 lb. per sq. in., which allows the liquid gas to be carried at normal temperatures.

Low temperature transport

The movement of liquefied gases at very low temperature has now become a highly developed phase of the transport industry in Europe and America. Gases with temperatures as low as -423°F. are regularly moving over American railway systems.

When refrigerated to -258°F.,

Victorian natural gas has a pressure equal to that of the atmosphere.

This is the temperature at which it is proposed to move the product in its liquid form.

Tank wagons for natural gas

Rail tankers to be used would be 75 ft. long, have a total loaded weight of 73 tons, and would be suitable for use throughout Victoria, and—when bogie-exchanged—on other Australian railway systems.

Each wagon would consist of an outer steel shell and two inner stainless-steel containers, each with a capacity of 7,650 gal.

The inner containers would be insulated from the outer shell by 13½ in. of polyurethane foam so that the very low temperature could be maintained, and the liquid safely carried at near atmospheric pressure.

The design of the tank wagon ensures that all valves are adequately protected, and that the inner containers—which would be of special alloy steels and heavily shielded by the insulation—would buckle, and not tear, should the vehicle become involved in a derailment.

As each of these tank wagons would have a capacity of 15,300 gallons, the movement of less than one train each day would provide sufficient gas for Sydney's needs.

Already, the V.R. is moving long unit trains of wheat which are equivalent to approximately 400,000 gal. of liquefied natural gas—sufficient to supply Sydney's estimated requirements for about 1½ days.

Overseas practice

Throughout both Europe and America, liquid petroleum gases are being moved by rail. In America,

The following article has been prepared for the information of railway employees, by the Chairman of Commissioners, Mr. G. F. Brown, who examined the transport of liquefied gases during his recent overseas visit.

tank wagons holding 60,000 (U.S.) gal. are used. These tanks would be too heavy for Australian railways, but the use of smaller tank wagons would not present any great problem.

No doubt, in the future, we shall see long trains carrying natural gas from the distribution centres in southern Victoria to country centres and cities throughout Australia.

Liquefaction of gas

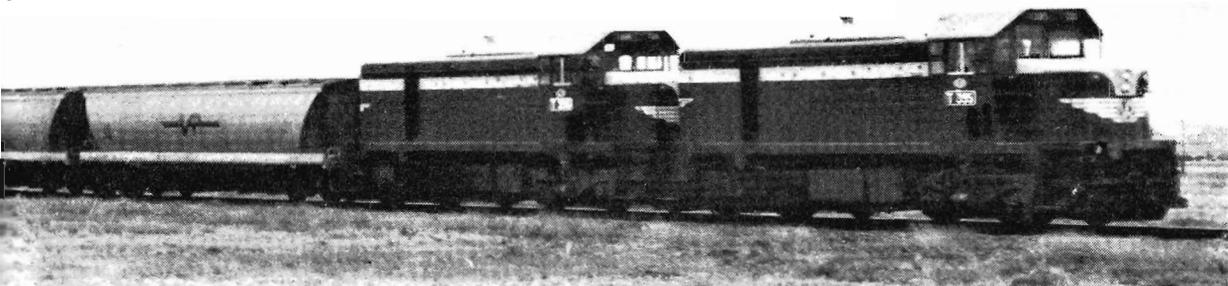
It will, of course, be necessary to establish plants to liquefy the natural gas for transport. However, such plants will be essential if Victoria is to gain the full benefit from these new-found resources.

A fixed pipe-line, with all its disadvantages, has been suggested as the only economical way of moving natural gas long distances.

The cost of the Melbourne-Sydney pipe-line has been estimated at \$50 million. To this must be added the cost of compensation for land use, and, when the pipe-line enters built-up areas these costs will become very high.

A fleet of rail tankers—which is, in essence, a short section of mobile pipe-line—would use the existing railway right-of-way to move liquid gas throughout Australia, and thus be an economical and more realistic alternative to the proposed pipe.

Liquefied natural gas would only be an addition to the large range of commodities (including liquid gases) that are now being quickly and economically carried by Australian railways. And, as tankers specially designed for this gas could be readily acquired, the railways look forward to playing a major part in making natural gas available to users throughout Australia.

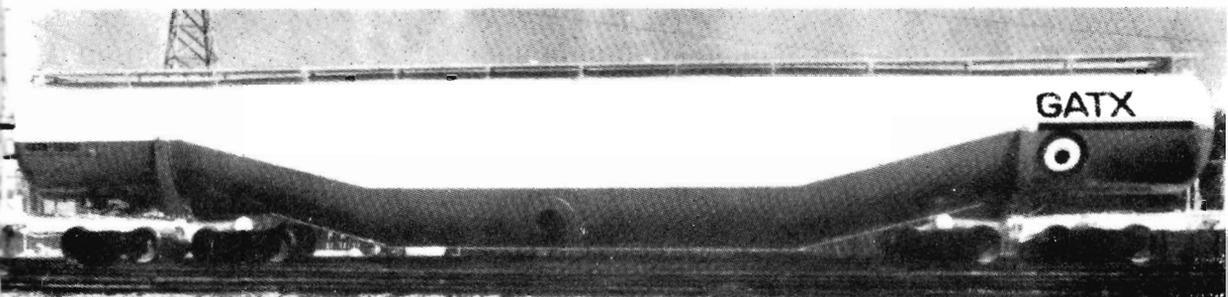
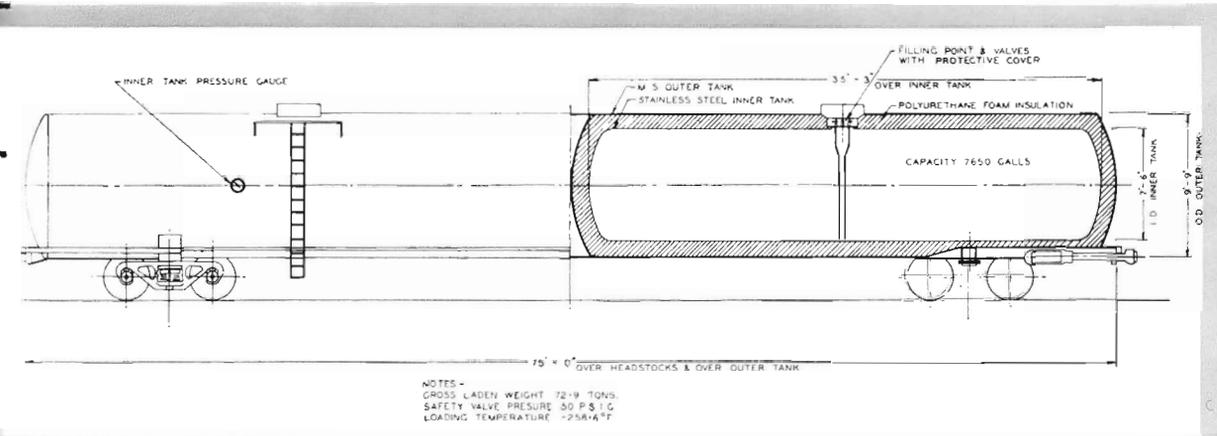


▲ A Victorian Railways train load of wheat; a similar train of 25 tankers would carry more than a day's supply of gas for Sydney.



◀ L. P. gas rail tankers combine with road transport to provide a wide distribution throughout the country.

▼ Diagram of proposed rail tanker for Victoria's liquefied natural gas.



This huge American rail tanker holds 53,000 gal. of liquid gas.

STATE FIRST-AID FINALS



The winning senior team, Ballarat Traffic No. 1, is taking part in their supplied material event (a scaffolding collapse).



South Dynon Loco. No. 3—second in the senior section



Winners of the novice section—Sunshine No. 2—are taking part in their supplied material event (a derailment of a track motor).

THE pleasant bush setting at Mt. Evelyn never looked better than when the 57th State first-aid finals were held on a perfect spring day, last month. The usual ingenuity was displayed by the Ambulance Officer (Mr. R. Grace) and his staff, in designing sets to test the skill of competitors. The "accidents" the competitors had to treat included a man injured by a power lawn mower; a miner suffering from burns and haemorrhage; two track men injured in an inspection motor derailment; a trampoline accident; a building inspector injured by scaffolding collapse; and an ambulance driver who had strained his back while trying to load his casualty into the ambulance (this *was* trouble—the casualty was an epileptic with both feet fractured).

The Challenge Shield (senior section) was won by Ballarat Traffic No. 1 (Messrs. D. J. Kinnane, R. C. Lunnon, G. Storey, A. Phillips, and N. L. Deveson). In the novice section, the Blackburn Shield went to Sunshine No. 2 (Messrs. A. G. McCarrick, N. Carroll, G. D. Rowe, A. G. Ward, and A. Moulday).

In the individual events, the senior and novice sections were won by Messrs. R. R. Wain and A. J. Moore respectively.

Ballarat Traffic No. 1 team and Mr. Wain will represent Victoria at the Australian railways competitions to be held this month, in Brisbane.

The success of the Sunshine teams was noteworthy. With three teams in the finals, No. 2 and No. 1 were first and second respectively, in the novice section; and No. 3 in the seniors, was third. Sunshine was also successful in last year's competitions; No. 3 team won the novice section and No. 2 was second.

The patients—all railwaymen—played their parts well—giving forth some very realistic and well sustained groans.

Adjudicators' comments

The adjudicators were Messrs. Douglas Donald and Hugh Johnston, and Doctors E. R. G. Sheil, D. Brownbill, A. C. Reith, P. Bush, and V. C. Dyring. As usual, their comments on the work of competitors, made immediately after the conclusion of the events, were extremely valuable, and most informative to first aid students.

The adjudicators said that the general standard of the work was very good, and the treatment of specific injuries well done. Among other points, they stressed that—

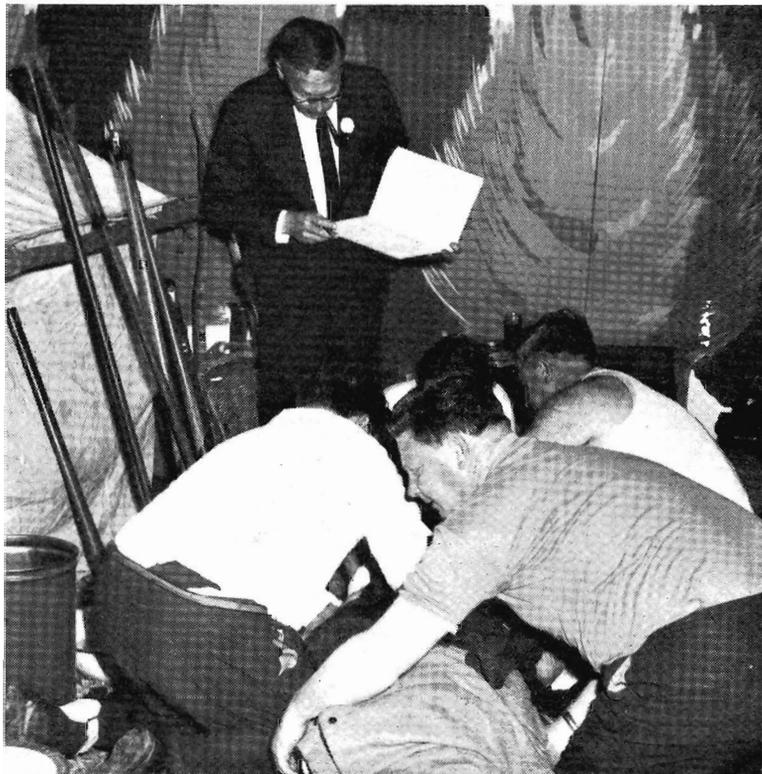


(Above) Mr. R. R. Wain, winner of the senior individual section is treating a suburban gardener who has been careless with his power lawn mower.

(Below) the winner of the novice individual section—Mr. A. J. Moore—is competing in the senior section.



- it was most important that the leader should be in control of his team, and that his members should always follow his directions;
- such obvious things as reassuring the patient must never be omitted;
- examination of patients should be complete and total;
- all messages sent should be clear and short;
- when sterile dressings are available, handkerchiefs, etc., should not be used in place of them.



Sunshine No. 1 team which came second in the novice section, is giving first aid to a miner.

Dinner

At the dinner to competitors, awards were announced and presentations made by Mr. G. F. Brown, Chairman of Commissioners. Mr. I. G. Hodges, Chief Electrical Engineer, was chairman; and toasts were proposed by Messrs. S. F.

Keane (Acting Chief Mechanical Engineer), A. W. Weeks (Chief Commercial Manager), and C. S. Morris (Chairman of Staff Board). Responses were made by Messrs. D. J. Kinnane, R. R. Wain, Hugh Johnston, Dr. E. R. G. Sheil, and Mr. V. Dwyer (First-Aid Superintendent, S.E.C.)

RESULTS

SENIOR TEAMS

1. Ballarat Traffic No. 1
2. South Dynon Loco No. 3
3. Sunshine No. 3
4. Bendigo Nth. Workshops No. 1
5. Electrical Engineers No. 1

NOVICE TEAMS

1. Sunshine No. 2
2. Sunshine No. 1
3. Bendigo Loco
4. Geelong
5. Ballarat Nth. Workshops No. 2
6. Numurkah
7. South Dynon Loco No. 2

SENIOR INDIVIDUAL

1. R. R. Wain, Welder, Elec. Depot, Spencer Street
2. J. Coughlin, Boilermaker, Bendigo Loco
3. G. Storey, Fitter, Ballarat Nth. Workshops
4. A. J. Moore, Foreman, Elec. Depot, Batman Av.
5. C. W. Paterson, F/A Attdt., Jolimont Workshops
6. F. K. Trengrove, Boilermaker, Bendigo Nth. Workshops

NOVICE INDIVIDUAL

1. A. J. Moore, Foreman, Elec. Depot, Batman Av.
2. E. M. Sternberg, F/A Attdt., Ballarat Nth. Workshops
3. T. H. Chafer, Boilermaker, Bendigo Nth. Workshops
4. H. van Ginkel, Engineer, Head Office
5. { A. Farrugia, Boilermaker, P.W.M.D., Spotswood
A. Maude, Fitter, Ballarat Nth. Workshops
6. R. W. Wood, Driver, Geelong

PORTLAND PROGRESS



Portland station



Portland's stationmaster, Mr. A. G. Cleland, was S.M. at Deniliquin for six years before coming to Portland in June last year. Mr. Cleland finds Portland a complete contrast to the Mallee where he has been during most of his career, and a most appropriate place in which to pursue his interest in Australian history.

IMPORTANT changes affecting the railways will be made at Portland. Briefly, they are:

- the Department will take over that part of the main Portland Harbour Trust's line from the main line junction to the exchange sidings at Portland North (see diagram).
- the Trust will take over a section of V.R. line from Portland North to Portland.

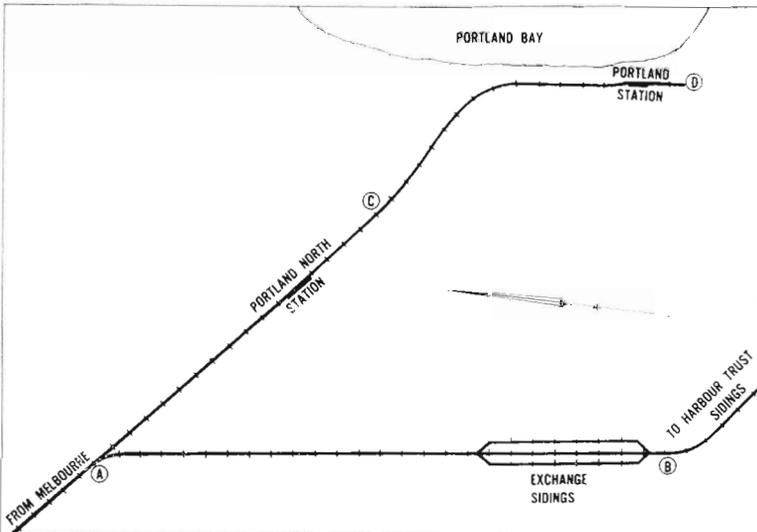
The Department will discontinue running trains from Portland North to Portland. With the closing of Portland, the former station will then become the line terminus, and its name will be changed to Portland.

At Portland North, alterations are being made to the station yard to make it suitable as a terminus. The old station building will be demolished, and replaced by a new building with a booking office, waiting lobby, and toilets. A goods shed will be erected in the yard, together with an administrative centre consisting of offices, public parcels area, parcels room, train crew room, and toilets.

Relaying the line between Maroona and Portland will begin early in 1968. (The section from Ararat to Maroona, and a 4-mile section near Strathkellar have been relaid.) Estimated to cost \$2½ million, the work will be completed in about 2½ years, providing that loan funds are available. A mechanized relaying gang of about 90 men will begin operations from Portland. The track, now consisting of 80-lb. rails, will be relaid with 94-lb. rails in welded lengths of 225 ft. The number of sleepers per mile will be increased, and the present gravel and scoria ballast replaced with blue metal.

At 11 ft. above sea level, Portland is the lowest V.R. country station; the only lower stations are suburban Port Melbourne, North Port, and Montague—all 10 ft. above sea level. The height of the new location (Portland North) is 40 ft.

"Portland", says the stationmaster, Mr. A. G. Cleland, "has an exciting future. Everywhere there is an air of optimism". And with good reason. Last year (1966-67), new records were made for the quantity of cargo and the number of ships handled at the port. Import



Section A-B to be transferred from the Portland Harbour Trust to the Victorian Railways. Section C-D to be transferred from the Railways to the P.H.T.

and export cargo passing over the waterfront reached the record figure of 446, 678 tons (40.5% more than the previous year), while the tonnage of shipping berthed exceeded one million for the first time since the Harbour Trust was established. The number of ships using the port for all purposes was 291—164 more than the previous year. This big increase in the number of ships was caused largely by the off-shore search for oil and gas in the Otway Basin.

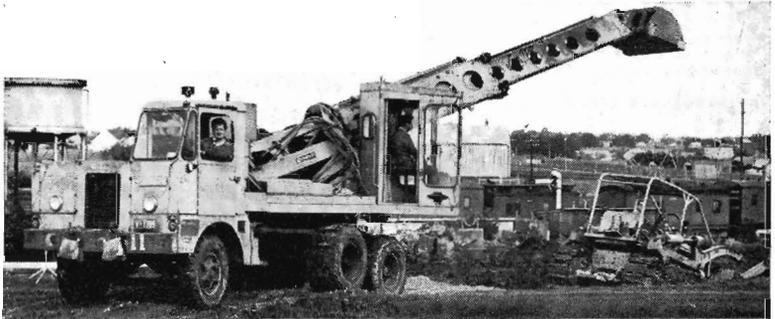
The manufacture of superphosphate at the new works being built by Cresco Fertilizers Ltd. is expected to start about mid. 1968. Planned annual capacity is 250,000 tons of superphosphate.

Portland's main outwards rail traffic consists of wool (76,274 bales during 1966-67) and petroleum products (about 20 rail tankers a week from Portland North). The principal inwards freights are oats (146, 660 tons), wool (28,000 bales), and—a growing traffic—barley (5,223 tons last year). Other important inwards items are large quantities of cement, steel piping, and specialized materials for oil drilling by Shell Development (Australia) Pty. Ltd., and Esso Standard Oil (Australia) Ltd. The total goods tonnage (excluding petroleum products) for 1966-67 was 181,965 inwards, and 18,475 outwards. Outwards goods revenue for the year amounted to \$195,517.

There is a daily goods train service (Mondays to Fridays) between Port-



The station building at Portland North that is to be demolished and replaced by a new building.



(From left) Gradall Operators T. Dickie and R. Shaw, and Bulldozer Operator A. Trigg are putting in a roadway for the new goods shed at Portland North.



Road Foreman E. Huber (left) and Roadmaster A. McCallum are inspecting progress of track alterations in Portland North yard.



At Portland North, a points and crossings gang, under Special Ganger L. Thompson, is engaged on track alterations for the new terminus.

land and Melbourne, and also Mt. Gambier. The oats season builds the inwards traffic to three or four trains daily. Much of the oats is long-haul traffic, coming from the far northern parts of the system. For passengers, there is the rail motor (with trailer attached for parcels) connecting with trains at Ararat.

Portland, of course, is a town of great historical importance. It was there, on November 19, 1834, that the Henty brothers arrived from Tasmania and began Victoria's first permanent settlement.

The small settlement is now a flourishing port with an exciting future—a future in which the railways will undoubtedly play as vital a part as they do today.



Station Assistant Peter Tobin at work in Portland's parcels office. A keen footballer, Peter also plays basketball, table tennis and cricket.



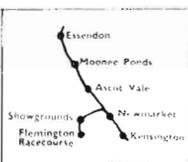
A consignment of cane has been unloaded from a rail wagon at Portland by Goods Trucker B. Logan. The cane will eventually be used for making crayfish pots.

AFTER A CENTURY
OF SERVICE, THE
RAILWAYS STILL
PROVIDE

KING SIZE SERVICE TO THE SPORT OF KINGS

by Kevin Baker

THIS month sees the centenary of the re-opening of the Newmarket-Flemington Racecourse line.



The Victorian Railways re-opened it after buying the line from the Melbourne and Essendon Railway Company.

Negotiations between the Company and the Government had been taking place since 1864, when traffic ceased on the Essendon Railway.

The racecourse line was originally opened by the Essendon Company on February 28, 1861—the year of the

first Melbourne Cup, won by Archer.

In July 1867, the directors of the Melbourne and Essendon Railway Company offered to sell the Essendon line to the Government for \$50,000. This included the 1½ mile Newmarket-Flemington Racecourse line. However, the Legislative Assembly would pay no more than \$45,000 which was accepted.

Because of the pending visit of the Duke of Edinburgh, urgent repairs and additions to the racecourse section were rushed to completion. The first Victorian Railways trains to Flemington Racecourse ran on Thursday, October 31, 1867—Melbourne Cup Day—and 8,766 passengers went by train. This was

the year that two horses with the same name — *Tim Whiffler* — competed. To avoid confusion, they were called *Sydney Tim* and *Melbourne Tim*. The Melbourne Cup was won by the Sydney *Tim Whiffler*.

Last year, 26,986 punters enjoyed a run on the rails to see *Galilee* win the 1966 Melbourne Cup. Electric trains made 50 trips to the course and 30 after the meeting.

The Newmarket-Flemington Racecourse line was the first Victorian Railways line to be electrified—exactly 50 years ago. The first electric train, however, did not run until the following year. This section of track was used to instruct electric train drivers.



Melbourne Cup patrons arriving at Flemington Racecourse in 1885.

Rose from the ranks



Mr. Miller inspects the new gates at the Shipping Shed entrance through which he walked to start his first job over 43 years ago.

ON the day before his retirement, Mr. J. W. Miller, Melbourne Goods Superintendent, inspected new gates that had just been installed at the entrance to the Montague Shipping Shed. It was the same entrance through which Mr. Miller had walked to start his first job in the Department, 43 years and eight months ago. His job was that of a casual labourer unloading water piping and tin plate. In those days, that work was done manually by four men to each wagon. Mr. Miller has been instrumental in improving the handling of those goods until they are now unloaded at the rate of three tons a minute, by very efficient groups of employees using fork-lift trucks and mobile cranes.

For practically his entire career, Mr. Miller was at Melbourne Goods Depot, except for a brief period when he was in charge of Geelong Goods. After considerable experience in all phases of the work, he was appointed Goods Foreman in 1943, and located at the outside platforms.

Prizes for 253

PRIZES for the annual track competitions for the year ended June 30 last, were shared by 253 members of track gangs. Prizes up to \$40, \$22, and \$12 were awarded to members of gangs that

RETIREMENTS

ROLLING STOCK BRANCH

Confeggi, P. A., (Sept.), Warrnambool
Inman, R. V., (Sept.), Numurkah
Moran, W. J. E., (Sept.), Newport
Fisher, W. C., (Aug.), E.R. Depot
Dejanovic, M., (Aug.), Newport
Clark, J. Q., (Sept.), Geelong
Beynon, S. W., (Sept.), Newport
O'Brien, T., (Sept.), Newport
Huntley, R. G., (Aug.), E.R. Depot
Anderson, T. C., (Sept.), Newport
Quilliam, J. T., (Oct.), Newport
White, J. J., (Sept.), Ballarat North
Murnane, J., (Aug.), Jolimont
Geach, T. W., (Oct.), Geelong
Ede, F. J., (Sept.), Jolimont
Smith, J. N. A., (Sept.), Jolimont
Bollman, H., (Sept.), Jolimont
Cauce, H., (Aug.), North Melbourne
Henderson, T., (Sept.), Bendigo North
McWilliam, R. T., (July), Bendigo North
Kelly, L., (Sept.), Jolimont
Lambert, C., (Sept.), Ballarat North
Dow, R. Mc. C., (Sept.), South Dynon
Innes, J. H., (Sept.), South Dynon
Davies, H. B., (Oct.), Shelter Shed
Tippett, J. R., (Oct.), Newport
Reddy, W. F., (Oct.), Newport
Darvell, E. C., (Oct.), Newport
Thompson, J. L., (Oct.), Head Office
Hauser, O. C., (Oct.), Ballarat North
Jones, W. G., (Oct.), Bendigo North
Tanner, R., (Nov.), Newport
Blake, P., (Nov.), Traralgon
Hughes, W. L., (Nov.), North Melbourne
Howard, J. F., (Nov.), Ballarat North
Brown, G. R., (Nov.), Newport

ACCOUNTANCY BRANCH

Kelly, F. J., (Oct.), Newport
Durstun, H. M., (Oct.), Head Office
Kopp, J., (Nov.), Flinders Street
Stephens, P. E., (Aug.), Flinders Street

REFRESHMENT SERVICES BRANCH

Summers, C. C., (Aug.), Flinders Street
Nevill, R., (Sept.), Spencer Street

ELECTRICAL ENGINEERING BRANCH

Grove, T., (Sept.), Testing Division
Lovell, T. G., (Nov.), Distribution Div.

finished first, second, and third respectively in each district. In the Most Improved section, the maximum individual prize was \$22. Winners' names were published in the Weekly Notice of September 19.

Aboriginal children see Show

LAST month, railwaymen at the North Melbourne Workshops and Dudley Street Car Depot took around the hat to give a family of aboriginal children a day at the Royal Show. The children—Maralyn, Billy, Beverley, Irene, and Ernie Charles—came from Boolarra, and were met at Spencer Street by Mr. G. L. Hardy, of the North Melbourne Workshops, and his family, who accompanied the children to the Show. There, the children literally saw everything, until, tired out happy, they reluctantly left at closing time. They stayed overnight at the Hardy home, where, incidentally, Maralyn has, for some years, been a regular Christmas guest.

TRAFFIC BRANCH

Chalmers, B. A., (Sept.), Melb. Goods
Goldman, L. A., (Sept.), Hurstbridge
Golden, A. A., (Oct.), North Melbourne
Romey, R. C., (Oct.), Port Fairy
Hutchinson, J. A., (Oct.), Maryborough
Freitag, M., (Oct.), Glenhuttly
Aughterson, D., (Nov.), Traffic Stores
Division
Burriss, A., (Aug.), Stanhope
Pettitt, N. J., (July), Melbourne Yard
Williams, H. G. L., (Aug.) Flinders St.
Doria, M., (Sept.), Dynon
Cleary, A., (Sept.), Telegraph Office
Fitt, A. A., (Nov.), Dynon
Kroger, J. M., (Oct.), Geelong Goods
Phillips, C. H., (Oct.), Geelong
Pearce, A. N., (Oct.), Melbourne Yard
Cummins, F. B., (Oct.), Bentleigh
Pauline, A. H., (Oct.), Ringwood
Healy, R., (Oct.), C/o Dist. Supt. Geelong
Carde, H. W., (Nov.), Melbourne Goods
Taylor, R. H., (Nov.), Mentone
George, J., (Nov.), Melbourne Goods
Cody, J., (Nov.), Ballarat
Kerridge, C. V., (Nov.), Melbourne Goods
McKay, W. F., (Nov.), Geelong
Dunn, W. G., (Nov.), Spencer Street

WAY AND WORKS BRANCH

Sinclair, A., (Sept.), C/o Metro. D.E.
Thomas, P. J., (Sept.), Spotswood
Settle, E., (Sept.), Warragul
Kranz, E. G., (Oct.), Flinders Street
Wall, H. C., (Oct.), Warragul
Crockett, G. W., (Nov.), Sutherland
Heyland, W. R., (Nov.), Geelong
Hughes, R. J. H., (Nov.), Perm. Way
Materials Depot
Campbell, V. C., (Nov.), Bendigo
Mellos, C., (Aug.), Power Signals
La Vella, A., (Aug.), C/o Head Gardener
Warren, B. H., (July), Ararat
Zampaglione, P., (Aug.), C/o Foreman
Plumber
Mehnet, N., (Aug.), Perm. Way Materials Depot
McCreddan, J. M., (July), Maryborough
Woods, F., (Nov.), Ironworks

NEWS LETTER REGRETS TO RECORD THE FOLLOWING

DEATHS

ROLLING STOCK BRANCH

Turner, J. E., Newport
Tulloch, D. F., Newport
Sexton, S. W., Newport
Hughes, P. M., Wodonga

TRAFFIC BRANCH

Eames, L. O., Chiltern
O'Sullivan, Miss M. P., Head Office

WAY AND WORKS BRANCH

Arpa, M., C/o Metro. D.E.
Malcolm, G. J., Warracknabeal

STORES BRANCH

Waters, N. J., Printing Works

COMMERCIAL BRANCH

Keenen, R. J., Head Office

ACCOUNTANCY BRANCH

Cantwell, J. J., Head Office

Sport

by
Oss. Keating



Competing teams in the final of the Country Golf Week: (Left to right) standing—Messrs. T. Marchingo, B. Marchingo, L. Barlow (Capt.), all of Bendigo; O. Keating (Sports Secretary); I. Dawkins (Capt.), W. Tavendale, and R. Morris, all of Benalla; kneeling—B. Miles and V. White (Bendigo), J. Manning and S. Green (Benalla).

Country Golf Week

THIS year's fixture was held at our regular location, Rosssdale Golf Course, Aspendale, and the weather was better than we had experienced over the last few years. But don't worry, our regulars were not completely disappointed as we managed to arrange at least one deluge during the week, and most competitors were thoroughly drenched.

As usual, the week opened with the official luncheon on the Monday, when all players were welcomed on behalf of the Commissioners and the Institute by our General President, Mr. M. McKenzie. Mr. Harold Francis, manager of the Rosssdale Golf Club, also welcomed all present on behalf of his organization, and told us that he had much pleasure in making all the facilities of the club available to us during our stay there. Among the guests were, Messrs. A. Wilkinson (Comptroller of Stores and former Vice-President of the V.R.I. Golf Club), H. Fletcher, (President, V.R.I. Golf Club), A. Collins, (Hon. Secretary, V.R.I. Golf Club), F. M. Mitchell (General Secretary, V.R.I.) and L. Bennett, (V.R.I. Councillor) who proved a very able chairman of the luncheon.

An 18-hole handicap stroke event was played in the afternoon. In spite of excellent weather and the course being in wonderful condition not many good scores were recorded. However the effort of the winner (Sam Irvine, Geelong) was first class; his score was 82 off the stick, which with his handicap of 13, gave him a net 69 for an easy win.

Tuesday saw an 18-hole stableford event played in conjunction with the teams championship. This time, our old friend Ike Dawkins, of Benalla, was the winner, with a score of 40 points. In the afternoon, the semi-finals of the teams championship were played as well as a 9-hole stableford event. The latter was won by Barry Williams, of Traralgon,

with a score of 20 points.

Finalists in the teams event—Bendigo and Benalla—fought out the final on Wednesday morning, while other players competed in an 18-hole bogie event which was won by Norm. Corboy, of Shepparton, who finished all square on the card. The teams title event went to Bendigo, which proved too strong for Benalla, winning four of the five games played. Members of the winning team were Len Barlow (Capt.), Tony Marchingo Barry Marchingo, Vic. White and Barry Miles. They played consistent golf throughout the series and thoroughly deserved their victory.

As the weather on both Tuesday and Wednesday had been delightful, we all had our fingers crossed, hoping that Thursday would remain fine and give us our first fine week for many a long year. But Oh golly no! We hit off on championship day in a drizzle of rain, and then about mid-day, down came our annual cloud burst, complete with the works—thunder, lightning, hail; the lot. At the 18-hole mark, Sam Irvine, Monday's winner, appeared to have a mortgage on all the scratch events, as well as the handicap. However, after the break for lunch and the rain, Sam's game blew up and Barry Williams (Traralgon) coming home strongly over the final 9 holes, finished up winning the State Open, Country Open, and the Country Railways Championships, with a score of 121 off the stick for the 27 holes. The Country Minor Championship (for players with handicaps of 14 or over) also went to a Traralgon player Harold Humphries who returned a score of 130 for the 27 holes.

The Jim Barker Memorial Trophy for the 27-hole handicap event was won by Joe Hutchinson of Geelong, who had a net 100.

Many competitors remained for the presentation dinner, when trophies won during the week were

presented by Mr. L. A. Reynolds (Commissioner) and Mr. M. McKenzie.

I reckon, after seeing Traralgon's Barry Williams and Harold Humphries take out five of the six major trophies, that Ned Kelly's ghost had changed his abode—as a matter of fact somebody did remark that obviously Gippsland was excellent bush-ranger country. Seriously, it was a well deserved win by both these very good sportsmen, as was Joe Hutchinson's effort in the handicap event.

Metropolitan winners during the week were Reg Rolls, Ted Turner, Geoff Farrelly, Dave Navill and Tom Gotsalks.

I think a word of praise should go to the Rosssdale Club for the excellent condition of the course during the four days we were there, and I would like to sincerely thank Alan Collins, Hon. Secretary of the V.R.I. Golf Club for the help he gave me during this tournament.

1968 Country Week Dates

THE Commissioners have approved the following dates for the 1968 Country Week fixtures:

- Bowls: February 26 to March 1
- Cricket: March 18 to March 22
- Tennis: April 1 to April 5
- Golf: September 16 to September 19

Postal v Railways match

THE annual cricket match against the Australian Postal Institute will be played at Richmond Cricket Ground on Wednesday, December 6, beginning at 10 a.m. Applications from players wishing selection should reach the Sports Secretary, c/o V.R.I., Flinders Street not later than Wednesday, November 22.

VICTORIAN RAILWAYS

NEWS LETTER

NOVEMBER



1967



V.R. CHAIRMAN COMMENTS

BE A TRANSPORT SALESMAN

EVERY railwayman can sell transport. The man on the spot can often help to build rail revenue. He may hear that a local school or club is planning some group travel. If he, personally, is not able to tell them what the railways can offer, a note to the Chief Traffic Manager will quickly bring information to the school, club, or other body concerned.

Speed is vital—often, departmental officers only hear of impending travel when a road permit is sought for the use of buses.

A recent example of traffic building was the excellent team work by Geelong station staff whose efforts helped to gain a substantial rise in football traffic.

At locations where regular livestock sales are held, some stationmasters attend the sales, personally contact the buyers, and give them an immediate quote for transport of their stock. At those centres, this

has brought a marked increase in traffic.

Advance information about possible passenger or freight movements often comes to the notice of the railwayman on the spot. A new business may be starting, or new buildings erected. Developments such as these can result in more rail revenue if the parties concerned are approached in time.

Goods sheds staff, especially, are in a position to quickly bring under notice any changes in freight patterns, such as a decline in a particular class of traffic. If this is caused by the use of other means of transport, early advice to the Chief Commercial Manager or the Commissioners' Representative, Transport Regulation, may result in stopping the decline.

Every member of the railway team can mind his own business—by helping to sell transport. For that is our business.

Rail fares competitive

THE new dollar-a-journey tax on air travel, disclosed in the Federal budget, should make inter-capital trains even more attractive to many travellers, including those on expense accounts.

For example, Melbourne—Sydney first-class air fares are now almost twice the return fare by *Southern Aurora*—\$56.80 plus \$2 bus fares, as against \$31.20. And the train of course, has the advantages of immunity from weather delays, the arrival at a convenient time in the centre of the city, and the generous free luggage allowance of 1½ cwt. (first class). This difference of \$27.60 a return trip could be a considerable item in a firm's travel expenses.

For passengers who are keen to save money, the second-class Melbourne—Sydney rail fare of \$17.55 return, gives the appreciable saving of \$31.45 when compared with the present economy-class air fare of \$47 plus \$2 bus fares.

Overseas, this trend is also apparent. In Japan, the 150 m.p.h. expresses on the new Tokaido line are reported to be crippling the air service on that route. In U.S.A., the Secretary for Transportation recently said the next decade would see a return to rail travel in the Boston—New York—Washington region.

V.R. map

A new edition of the map of V.R. lines has been issued. It facilitates reference by placing the complete index at the left hand side (instead of around the perimeter), and by reducing the grid to 100 oblongs.

Flinders Street Station development

MELDON Properties Pty. Ltd. (a partnership formed of Lend Lease Corporation and Oddeninos Property and Investment Co. Ltd. of London) is investigating the development of the Flinders Street station areas east and west of Swanston Street.

The option to submit a proposal for the development of the area west of Swanston Street, at present held by H.K.J. Pty. Ltd., expires in May 1969, but Meldon Properties Pty. Ltd. has an option on the shares of H.K.J. Pty. Ltd.

The option on the extended area east of Swanston Street is held by Green View Pty. Ltd. (also backed by Lend Lease Corporation and Oddeninos Property and Investment Co. Ltd.). This option is for a period of five years from February 13, last.

Until finality is reached concerning the construction of an underground railway, the whole of the two areas could not be made available for development.

However, there are areas east of Swanston Street that could be made available, irrespective of whether or not the underground is built.

Space would have to be provided in the new buildings for railway offices already at Flinders Street.

In the meantime, renovation of the Flinders Street station begins this month. "Under the Clocks" and "Over the Clocks" will be repainted, the granite bases repolished, and the whole of the lighting modernized. The concourse area and the verandah over Swanston Street will be completely re-roofed and painted.

Barriers will be re-designed, and directional signs brightened. This work will then be extended to cover the station generally.

More diesels

TENDERS have been invited by the Department for the supply of ten 950 to 1,050 h.p. diesel-electric locomotives. Five of the locomotives will be specially equipped for hump yard work, enabling them to be operated at a speed of from one to three miles an hour.

FRONT COVER

COMPUTER ARRIVES : The computer that is being leased from Australian General Electric Pty. Ltd. was officially handed over to the Commissioners last month, by Mr. P. van Beek (Manager, Southern District, Information Systems Operation, of A.G.E.) who praised the co-operation of railways staff in installing and preparing the computer for operation. Shown inspecting the printed circuits of the computer's magnetic tape controller, are, (left to right) Messrs. P. van Beek, G. F. Brown (Chairman of Commissioners), L. A. Reynolds (Commissioner), and E. P. Rogan (Deputy Chairman). (See story on page 164)

Half century of seat bookings

THIS year saw the half century of seat booking on the Victorian Railways.

The system was introduced in March 1917 for passengers travelling on the 4.30 p.m. express trains to Adelaide and Sydney, and by the 7.45 a.m. train from Albury to Melbourne.

The booking fee was 10 cents, and in the first three months about one-fifth of the seating accommodation was booked each day, and its popularity was increasing.

In their annual report, the Commissioners of the time said "... since the introduction of seat booking there has been a marked lessening of the congestion previously experienced at the barriers and at the entrance doors of carriages".

Later in the year, seat booking was extended to the Bendigo line as a test to see if extension of the facility for other country centres was warranted.

Today, seat booking is available on more than 25 trains for travel within Victoria.

"Car tyranny"

THE private car was exercising a tyranny over our capital cities, the Federal Transport Minister, Mr. Freeth, told the annual conference of the Road Transport Federation last month.

"So many of the old, memorable, and delightful aspects of our cities are being destroyed for big concrete expressways, overpasses, and underpasses.

"Are we getting things into perspective when a city becomes a maze of concrete through which you can hardly find your way?"

"We might at some stage take some courage and a bit of a risk in putting big public expenditure into a really first-class public transport system."

This could be so efficient "that we do not have this tyranny of the private motor car taking over cities and making them almost uninhabitable concrete jungles," the Minister said. ("Sun" 10.10.67)

Consul-General likes Southern Aurora

MR. Richard M. Service, the new U.S. Consul-General, and his wife arrived in Melbourne by *Southern Aurora* last month.

"I was looking forward to travelling on the *Southern Aurora*—it's really quite famous," said Mr. Service.

"It's also the only train I've ever travelled on that let me have a hot shower en route," he added.

Information Bureau at Head Office

A modern Information Bureau will replace the Hall Officer's cubicle at the entrance to Head Office. The Bureau, which will have comfortable seating accommodation for the public, is expected to be available before the end of the year.

Race calendar

A calendar of midweek country race meetings served by special trains has been issued by the Department.

In handy pocket size, it lists meetings at Ballarat, Bendigo, Geelong, Moe, Pakenham, Sale, Warrnambool, Werribee and Albury (N.S.W.) up to and including July next year. Details of the special train services are also given. Copies are available at metropolitan and major country railway stations.

Fare Dodgers

UP to 150 fare dodgers are being prosecuted each week by the Department. In September, 500 offenders were fined up to \$28 each for fare evasion and there were also fines up to \$40 each for those convicted of giving a false name and address.

Fare evasion is a very serious offence because of its effect on the Department's finances if offenders are not detected. Also the Department recognizes that it has an obligation to protect the interests of responsible passengers who provide the revenue to keep train services operating.

Geelong line duplication

A further stage of the Melbourne-Geelong line duplication came into operation on October 23. The stage covered the 3½-mile section of line between South Newport and the "Rock" train crossing junction, and joined up with the previously duplicated section between "Rock" and Laverton.

Headlights for safety

AS a further effort by the Railways to reduce the number of level crossing accidents in the country, the headlights of locomotives, except in the suburban area, must be switched to the "full on" position while in running during the hours of daylight, as well as at night.

This locomotive headlight "switch on" is also practised by the railway systems of the other States.

New ticket barriers

A new type of ticket barrier was successfully tried out at Flinders Street station last month. Similar in design to those used overseas, four of the barriers came into operation on Monday, October 9, at the Swanston Street entrance, under the dome. Short queue rails guide passengers past forward-facing ticket checkers who stand in slightly elevated cabins.

The advantages of the new barriers are:

- an even flow of passengers;
- greater ease in presenting tickets;
- improved detection of ticket offenders.

The new barriers will be extended to replace the existing type at the Swanston Street entrance.



The new Flinders Street ticket barriers on opening day

COMPUTER STARTS WORK

LAST month the computer that has been leased by the Department for the next five years started work. It is known as a G.E. 415 Information Processing System.

Processing information by machine is not new to the Victorian Railways. Punch card tabulation equipment was first used in 1921.

Keeping abreast of development, the equipment was changed from time to time, and late in 1965, three I.C.T. 1004 electronic data processors were brought in, but one was released

earlier this year when it was assessed that two could handle the work.

Jobs for the G.E. 415

First major project for the latest computer is the maintenance of a continuing inventory of all stores items. Associated accounting and costing work is being done at the same time.

Studies are being conducted to assess the computer potential in the following areas of railway working :

- Wagon control — to provide management information for the

most economic use of wagons and keeping the fleet at a reasonable level.

- Passenger audit—to reduce monotonous checking work, but still maintain efficient audit checks.
- Freight accounting—to prepare accounts and maintain ledgers for goods accounting at major depots.
- Payrolls—to link the payroll preparation, earnings records and labour costing processes.

The future offers wide prospects for information processing by computer, to provide management at all levels with up to date and reliable information on which to make decisions. Such items as time-tables simulation and maintenance schedules are in mind.

Engineers will be given facilities to undertake critical path and mathematical simulation studies.

What a computer has

A computer comprises the following functional elements :

Input devices to feed information or instructions to the machine from media, such as punch cards, punched paper tape or magnetic tape.

High speed storage or memory to store the information involved in a particular task and the instructions the computer must follow.

Arithmetic unit to add, subtract, multiply, divide and compare.

Control unit to select and interpret instructions given the machine in a *program*, and co-ordinate the operation of the various components of the computer.

Back-up storage to hold large volumes of data, such as tables, files, and employees' records, in magnetic coded form. This enables higher processing speed.

Output devices to receive processed information and present it as printed matter or punched card and paper tape.

Units of the system

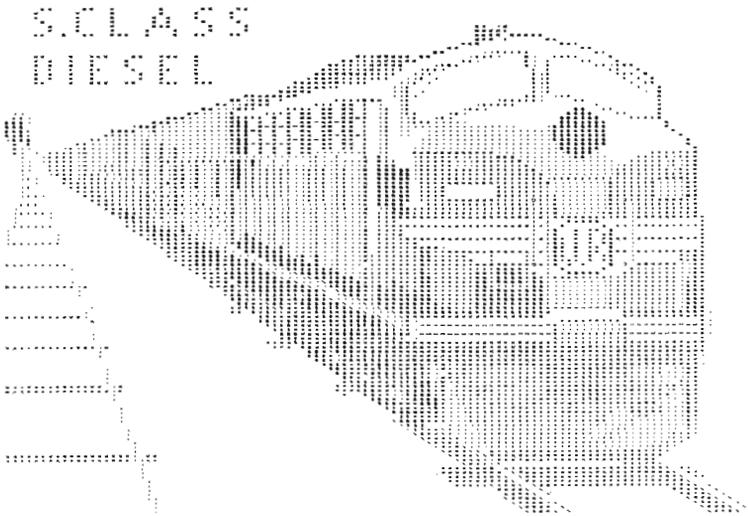
The **central processor** is a Y shaped device that contains a

- high speed storage or memory
- control unit
- arithmetic unit

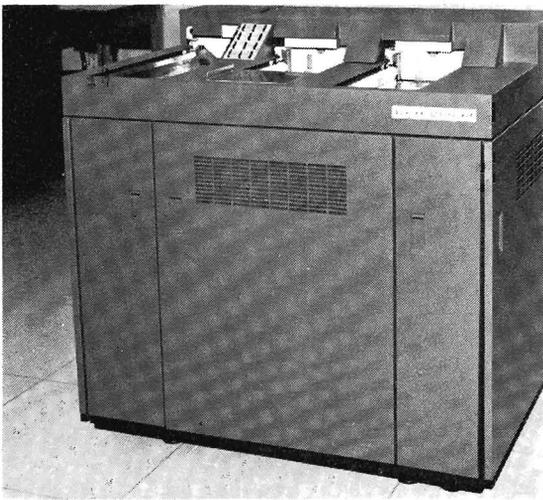
Connected to all other units by underfloor cables, it can store 32,768 numeric, alphabetic, or mixed alphabetic-numeric characters. In practice, four characters are joined together in a group, and access to these four characters takes only 5.8 micro-seconds (a micro-second is one-millionth part of a second).



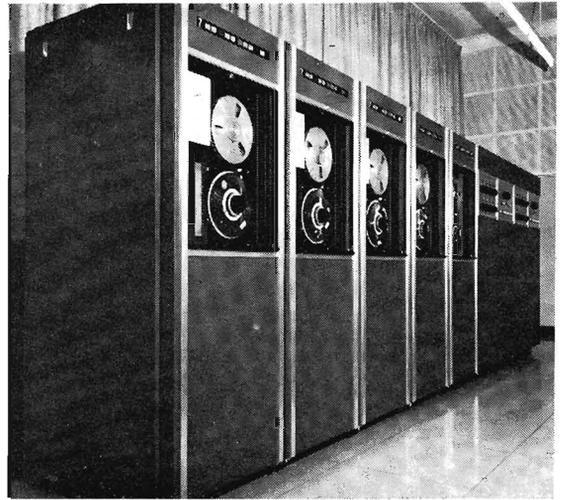
The Computer Room



After being suitably programmed, the new computer printed this picture of a diesel locomotive, by using the dot, X, @, and other characters.



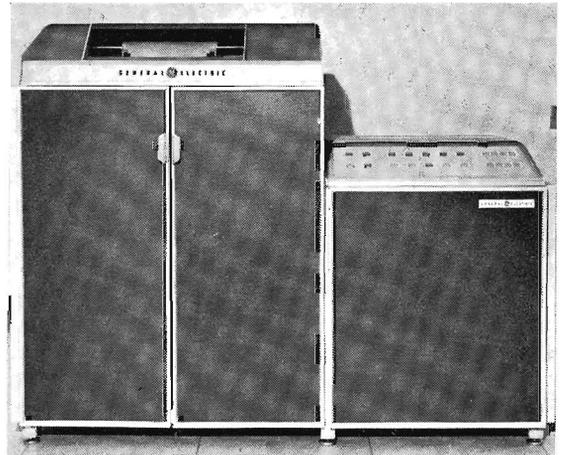
Card reader



Magnetic tape units



Operator's console



The printer

The **operator's console** is an angled desk that includes a typewriter and set of control buttons. It allows communication between the operator and the computer, to control the running of a job.

Located to the right of the operator's console, the **card reader's** function is to read information from punched cards and transfer it to the central processor. The unit is equipped with a dual reading head to ensure accuracy of reading the cards; it reads 900 cards per minute.

Five **magnetic tape handlers** each have two magnetic tape reels. Their operation is monitored through a magnetic tape controller.

Magnetic tape is used for input, storage or output, as required, and is similar to magnetic tape used on tape recorders.

Information can be transferred at the rate of 30,000 characters per second. On one inch of magnetic tape as many as 800 characters can be

packed; one 10½ in. diameter reel of magnetic tape holds as much information as 150,000 punch cards each with 80 columns.

The **printer** prints, in readable form, the results of processing information. It can print 1,200 lines per minute to a maximum width of 136 characters, digits 0 to 9 and 26 special characters (e.g. \$ - / . .) may be printed. The paper used is in continuous form and may be from 3 to 19 in. wide.

Floor

The equipment is on a false floor 12 inches above the normal floor. The false floor comprises 2 ft. squares, which may be removed or replaced easily.

The space under the floor is used for returning air to the air-conditioning units and for locating cables.

Air-conditioning

Adjacent to the computer room is

an air-conditioning plant room. It houses two units which service the G.E. 415 computer room, the I.C.T. 1004 machine room and the data preparation room. Air-conditioning is necessary for the stringent requirements of the magnetic tape handlers and, to a lesser degree, the other units.

Air enters all rooms by overhead ducting and is exhausted through the floor grills.

Fire protection

A comprehensive total gas flooding system has been provided. Smoke and fume detectors are located at strategic points in all rooms and actuate the alarm system on detection of smoke or fumes.

Should these be detected, the staff has time to evacuate the room, then air-conditioning, power and lighting are shut down and the fire doors close, sealing off the whole area, for gas flooding. (See *News Letter*, September-December 1966)

SUCCESS OF SCHOOL SPECIALS

I would like to thank your department and staff, with particular reference to Mr. Napier, for your comprehensive arrangements for a tour of Yallourn by a party of Geelong Grammar School students.

This tour on September 19 was most successful, and this must be attributed to the arrangements and co-operation of your Department.

—*J. Anderson, Geelong Church of England Grammar School, writing to the Superintendent of Train Services*

I am writing to express my appreciation for the service given by officers of your department to my

school on Wednesday, October 11, when a combined secondary schools sports meeting was held at Hamilton.

No effort was spared to make the journey comfortable and expeditious. Carriages were clean, water and paper supplies had been replenished, unnecessary stops and delays were avoided, and the movement each way between the railway station and the sports ground at Hamilton was smooth and efficient.

The group ticket for all school passengers saved the inconvenience and annoyance associated with individual return tickets, and the teachers in charge found it reassuring

to know that the train would not depart until they were ready.

The teachers and even the students were impressed by the courtesy and consideration shown by all railway staff, and I should be grateful if our appreciation could be made known to them.

My only regret is that the number of students making the trip was insufficient to do justice to the service provided. I think that this will be very different next time we have to travel.

—*H. R. Orgill, Acting Head Master, Portland High School, writing to the Superintendent of Train Services*

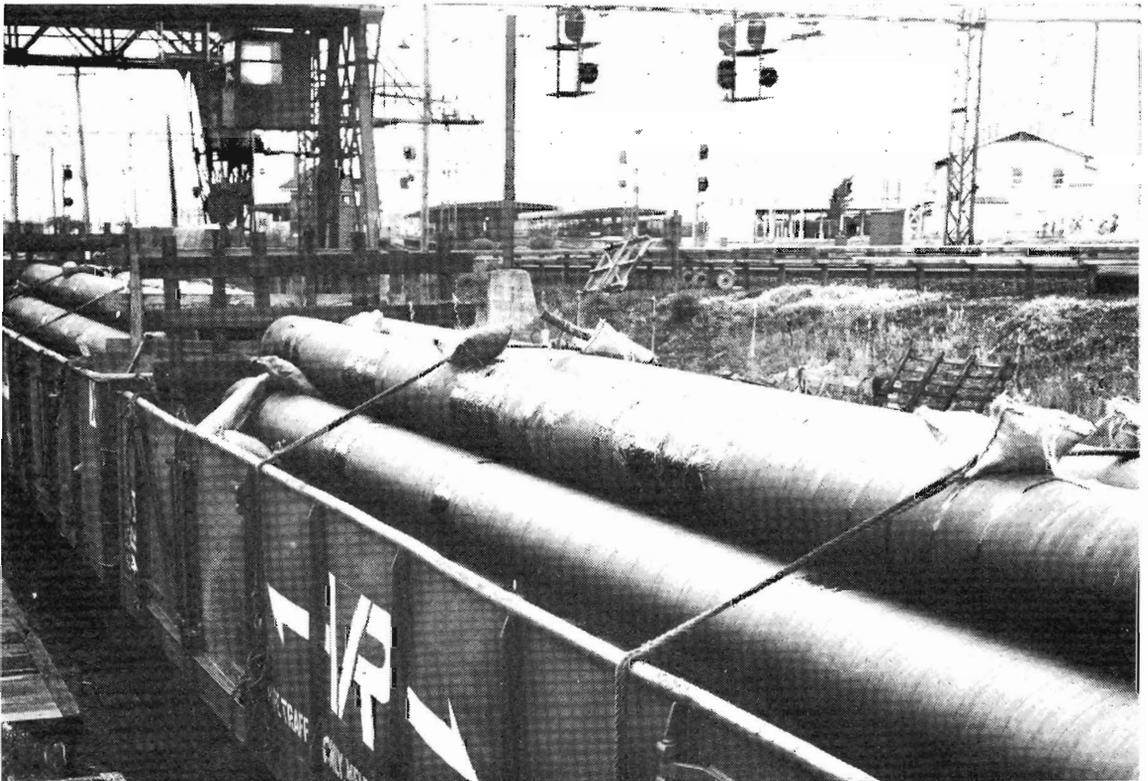
STEEL PIPES FOR GAS LINE GO BY TRAIN

THE railways are playing a big part in carrying material for the natural gas pipe line. Since early September, large quantities of steel pipes for the off-shore pipe line have been railed to Welshpool. These pipes are from 42 to 45 ft. long and 18 and 20in. in diameter.

They are coated with bitumen-enamel, and special arrangements are made for their protection during transit.

On arrival at Welshpool, the pipes are unloaded by two gantry cranes that have been erected to handle the expected 13,500 tons of pipes that will be railed for the natural gas pro-

ject. From Welshpool siding, the pipes are taken to Barry's Beach, a distance of about seven miles. Daily, from Mondays to Fridays, a full train load (98) of these pipes is railed. This is in addition to other material that is sent by the normal train service.

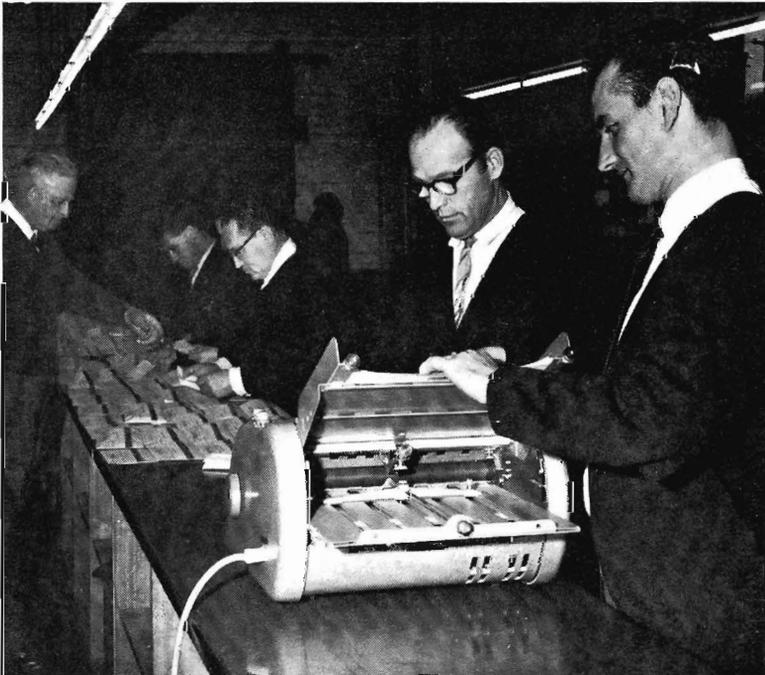


Loading of steel pipes at Melbourne Goods, for off-shore pipe line

MECHANIZED MESSENGERS



Goods Checker L. Agnew (left) hands consignment notes to Messenger F. Dell 'universita.

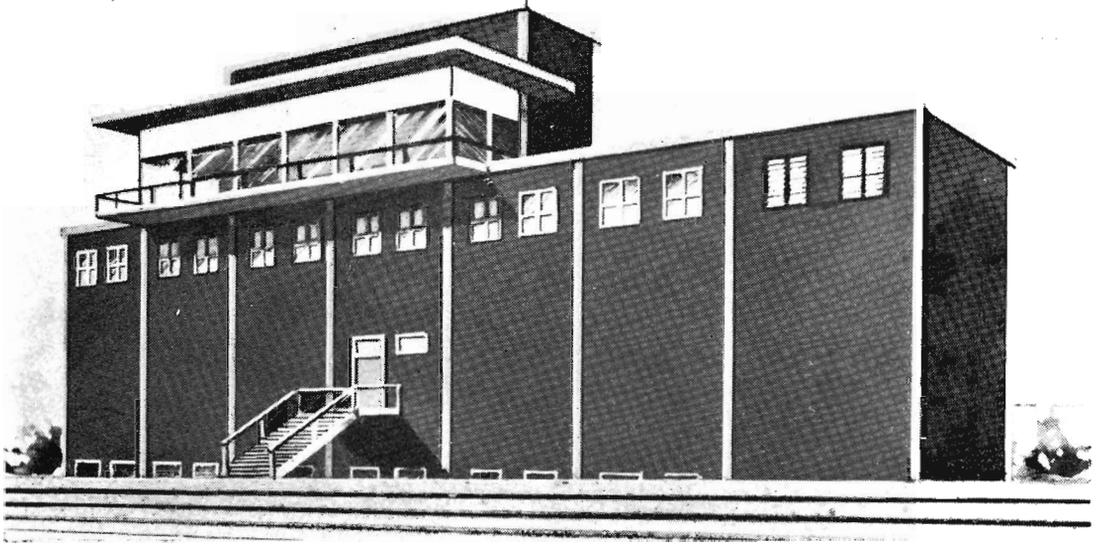


Staff at Melbourne Goods Sheds envelope waybills after they have been machine folded. (From left) Messrs. W. Doherty, J. George, P. Liparota, J. Banati, and P. Hendry.

CONSPICUOUS in their bright yellow paint are the Mini-Vans that were recently introduced to the Melbourne Goods and Dynon areas, after a study by the Management Services Division. They have expedited the delivery of consignment notes—and consequently the dispatch of waybills—and saved much walking by messengers. The vans also deliver general correspondence and light goods in those areas.

The Mini-Vans are used to collect consignment notes from the goods checkers, and bring the notes to the offices for preparation of the waybills. The waybills must, of course, be prepared and enveloped in time to be forwarded with the trains carrying the goods.

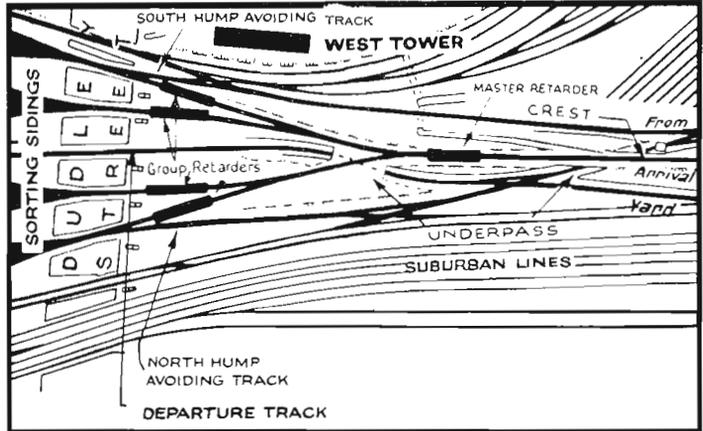
At Melbourne Goods, from 4,000 to 5,000 waybills and copies are folded and enveloped each day—most of them between 4 p.m. and 5 p.m. To overcome the congestion that occurred during that period, the Management Services had a folding machine installed. It folds 100 waybills a minute, and is capable of higher speeds.



WEST TOWER FOR HUMP YARD :
 Artist's impressions of the West Tower for the hump area of the Melbourne Yard re-arrangement. Tenders are being called this month for the construction of the Tower.

North elevation : On the operating floor (at top) will be the signalmen of the new Dudley Street signal box and the retarder operator.

South elevation : Housed in the building itself will be the Terminal Manager, the Superintendent of Melbourne Yard, and their staffs, the pay office, a first-aid room, relay rooms for the electronic equipment, and a maintenance workshop.



A part of the general plan showing location of West Tower.



VIEWS OF NEWS

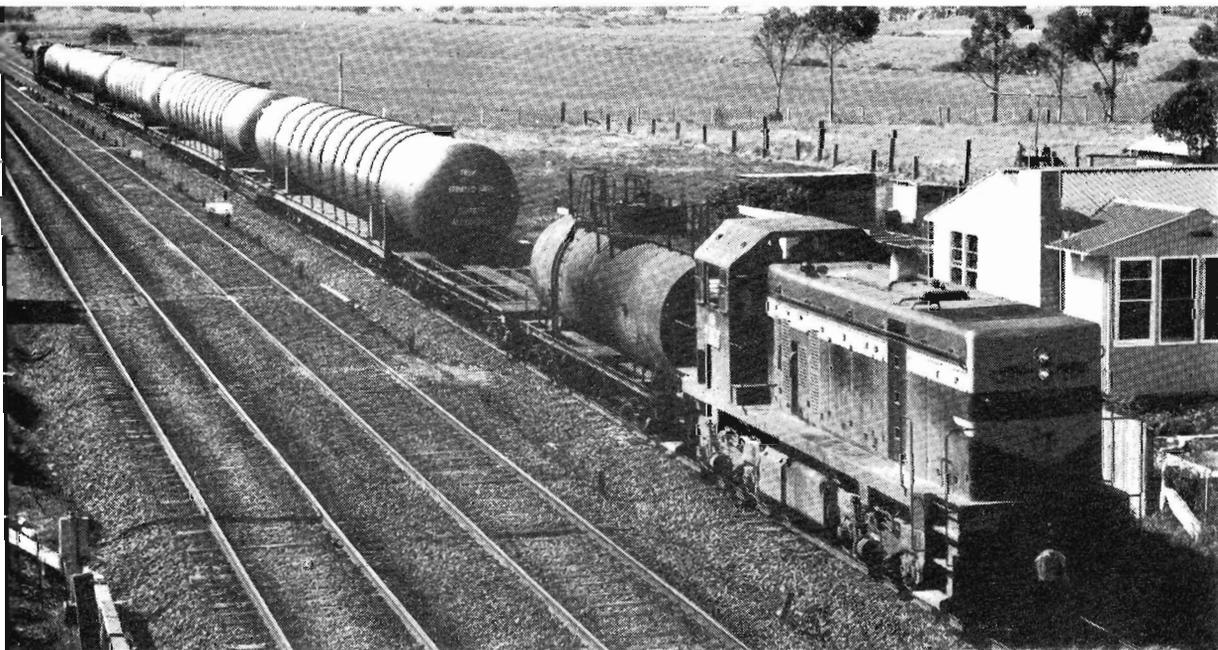


BIG LOAD : Typical of the railways' ability to handle any kind of traffic, was the transport, last month, of five huge pressure vessels from Cooks River, N.S.W., over the standard gauge line to Dynon Bogie Exchange, and thence to Western Australia. Each pressure vessel was about 108 ft. long, 10 ft. high and 48 tons weight.

Wagons at Dynon Bogie Exchange. ▶



▶ The special train near Craigieburn.



COMMONWEALTH RAILWAYS

Last month saw the golden jubilee of the Trans-Australian Railway. It was on October 17, 1917, that the last spike was driven into a new railway linking South Australia and Western Australia. Five days later, the first passenger train left Port Augusta for Kalgoorlie.

IN many respects the Commonwealth Railways is the most unusual of Australia's seven railway systems. Stateless, it is made up of four distinct parts, of which only two are integrated.

It has the smallest fleet of locomotives (smaller, even, than the Tasmanian system) and the fewest units of rolling stock, but is the most consistent profit-earner, due, in large measure, to freedom from the crippling capital debt charges that be-devil the other systems.

On one of its four "parts", the Trans-Australian Railway, it claims the world's longest straight section of 297.3 miles, while on the 1051-mile haul between Port Augusta and Kalgoorlie there are no raised platforms at wayside stops, and no tunnels. Commonwealth Railways operates Australia's longest rail wagons (85 ft.) over the least productive areas on the continent and relies entirely on line-haul work between terminal centres for its revenue—and not on a widespread pick-up and delivery service, as the other systems do. The average haul of its trains is 315 miles. At a time when all of Australia's railways are switching from steam to diesel traction, it is already completely dieselized.

Minerals, general merchandise, livestock, and wool are the biggest single items of freight carried by the Commonwealth Railways. Much of the general merchandise travels in the form of road transport loads, going piggyback on rail across the desert wastes traversed by the Trans-Australian Railway.

This traffic now earns the Commonwealth system \$2½ million per annum.

The Commonwealth Railways have introduced special week-end trains for piggyback traffic—an exclusive service to road hauliers—and additional to its regular services. It is from this form of traffic that the youngest of Australia's railway systems will undoubtedly continue to earn much of its revenue.

Should overseas shipping companies, in any major shift to con-

tainer ships and container traffic, forego the costly practice of calling at numerous coastal ports in favour of certain terminal ones—say Fremantle, Sydney or Melbourne—and leave the transcontinental line-haul work to railways, the latter industry will benefit enormously.

Already, on its own account, it is practised in the arts of handling container traffic and has an impressive array of rolling stock ready to meet the needs of overseas shipping companies.

Once the transcontinental standard gauge line linking Fremantle with Sydney becomes a reality, the economies of consigning freight by container on rail, between these cities in 60 hours, should hold immense appeal to the shipping companies.

With revenues apportioned on a mileage basis, the Commonwealth Railways, key piece of the transcontinental standard gauge line now taking shape, will undoubtedly be a major beneficiary.

NORTH CRESWICK PRESENTATION



The publication in *News Letter* of a presentation address of 1905 caused Mr. J. Stephenson of the Statistics and Finance Branch, N.S.W. Railways, to recall that he had a similar testimonial that was presented in 1885 to his grandfather who was then stationmaster at North Creswick. The address, shown above, marked the grandfather's transfer from that station, and was accompanied by a "purse of sovereigns".

LINE FROM OTHER LINE

Runaway train hits 140 m.p.h.

A dramatic runaway train incident occurred recently at Cabazon on the Southern Pacific system (U.S.A.).

The engineer and fireman stopped their train of four diesels and no cars at the station there for a coffee break at 3 a.m., as they had often done before. But when they returned, less than 15 minutes later, the train was gone.

Apparently the train started coasting unmaned down a steep grade. Soon it roared at speeds of 90 to 140 miles an hour on the SP's main line.

Dispatchers in Los Angeles many miles away, saw lights flash on their electronic control board. They guessed what was wrong. Quickly, they pressed buttons and flipped a switch that sent the diesels whistling into a siding near Indio. Over 100 yards of track were ripped up as the diesels swept into the siding. The diesel units derailed and plowed into the desert sand. However, by diverting the engines, the dispatchers averted a possible collision with a 100-car freight train just a few miles away.

—(U.S. "Labor", July 15, 1967)

Rail passengers wear oxygen masks

THE highest standard gauge railway line in the world—the Central Railway of Peru—crosses the main range of the Andes at an altitude of 15,688 ft., climbing on an average grade of 156 ft. per mile. At one point the line reaches 15,806 ft.

The 224-mile line connects the port of Callao, and Lima with the central highlands of the Peruvian Andes. Begun in 1871, the line took 22 years to complete.

It starts to climb the main range 107 miles from the coast, and during the seven-hour journey goes over 61 bridges and through 66 tunnels, one mile of line having eight tunnels. One tunnel, 15,700 ft. above sea level, runs through Mt. Meiggs—named after the American engineer who built the line so high up that even mountain-bred passengers must at times wear goatskin oxygen masks.

Viaducts are up to 575 ft. long and 250 ft. above the river; there are 21 switchbacks, several being spectacular double switchbacks. Sometimes three stretches of the line just climbed come into view. On the switchbacks the engines push and do not pull.



Among special wagons developed in U.S.A. to facilitate bulk handling is this Granu-Flow wagon that has inflatable, rubber-coated diaphragms inside. When inflated, the diaphragms break up compacted loads and channel the contents towards discharge outlets for fast unloading.

Sparrow invasion

OPENING of the through freight services between the eastern States and Perth will bring more problems to administrations than the obvious ones of demurrage, unified rates or standardized container dimensions. In fact, Western Australia is already preparing itself to wage war on the flocks of sparrows that are expected to *freeload* from the east as non-revenue passengers on through freight trains. Being free from sparrows, W.A. will not welcome this possible threat to its wheat crops.

—(Railway Transportation)

More 150 m.p.h. trains for Japan

JAPAN is planning to build a 2500-mile network of super-express railways that will put the most distant towns in the country's four main islands within a few hours' reach of Tokyo.

When the 20-year project is finished, train travel time from Tokyo to Asahikawa, in the northern island of Hokkaido, is expected to be cut from just under 22 hours to six.

Most of the new network will run parallel with the existing lines of the National Railways (a State-run

corporation) and will be based on the system used on the 323-mile Tokaido line between Tokyo and Osaka, built in 1964. This has become the country's most profitable line, and is even beating the airlines.

The network will be mostly on elevated track running as straight as possible. There will be no level crossings and stations will be few and far between. Maximum speed will be raised to 156 m.p.h., with an average speed of 125 m.p.h. All trains will be operated by automatic control.

The network will be used for goods transport and for inter-city passengers. The present lines will be used for other goods and local passengers.

National Railways says the super-express lines are needed because the population of the Tokyo greater metropolitan area has already reached 21,000,000 and is still rising.

It also has plans for laying six super-express lines to link central Tokyo with cities within a radius of 65 miles, at a cost of about \$2250 million. (Melbourne "Herald" 12.10.67).

KEEPING CUSTOMERS HAPPY

Leongatha

I would like to record my appreciation of the staff of the Leongatha railway station when a young lady of Indian origin, from Fiji, inadvertently found herself in the 6.13 Yarram train at Leongatha on August 25, when she had intended to travel to Anderson on the Wonthaggi line.

The assistant stationmaster and other members of the station staff used their initiative well, and contacted by telephone my colleague at Cowes and me, and we were able to arrange for the girl to reach her destination at Cowes safely.

I believe that the station staff had, if unable to arrange for the lass to reach her destination, made plans for her overnight accommodation . . .

—(Rev.) N. McDonald, Bruce Street, Leongatha, writing to the Secretary.

Lost handbag

MAY I thank the railwaymen who handed in a handbag left by me at the entrance gates at Flinders Street. This bag contained quite a large sum of money, cheque, and other articles . . . When I collected the bag I tried to leave a reward but was told this was not the proper thing to do . . . I deeply appreciate the honesty of your staff—(Platform Supervisor J. White and Station Assistant M. Lombardozzi. Ed.).

—(Mrs.) J. Hoare, High Street, Swan Hill, writing to the Stationmaster, Flinders Street.

School special

THANK you again for the provision of special cars to take our boys to Stawell earlier in the month. The assistance of Mr. Deam and his associates and the pleasure gained by so many boys travelling in the Pioneer and A.V. cars—many for the first time—made the journey most satisfactory.

—John Bugg, Master-in-Charge, Junior School, Essendon Grammar School, writing to the Secretary

Southern Aurora

ON September 5, my family and I were passengers in car 9 of Southern Aurora from Sydney to Melbourne. I congratulate you on the excellent service, and the help and courtesy of the conductor. We were travelling with small children and the conductor went out of his way to assist us and ensure a comfortable trip. At the end of the trip, my wife

left two coats and a jumper in a wardrobe. We missed them an hour later and I went straight to your lost property section where a most obliging young chap traced them and returned them to me . . . M. J. Grimes, Vite Vite North via Derinalum, writing to the Commissioners.

Telephone Exchange, Lost Property

WHEN I rang the Railways today, about some lost property, I received prompt, efficient and most courteous service from your officers. Quite frankly, I hesitated to 'phone because of previous unpleasant experiences—admittedly some years back.

Today, however, the following occurred:

- your main switchboard answered very promptly and pleasantly.
- the Lost Property Office also answered speedily, and your Mr. Allen, then on duty, could not have been more helpful or pleasant, in locating my property.

—W. B. Harvey, Burrowes Street, Brighton, writing to the Commissioners.

Ormond

ON September 16, I travelled from Belgrave to Ormond and left a basket of personal effects in the train when I alighted at Richmond. I reported the misfortune to your booking clerk at Ormond (afternoon shift) and impressed upon him the intrinsic value of some of the lost articles. I wish to commend his efforts in successfully locating the basket at Sunshine and arranging for its speedy dispatch to Ormond where I gratefully picked it up at 9 p.m. after it had been missing for less than four hours. . .

—Peter Harcourt, Emerald Road, Belgrave, writing to the Secretary.

Breakfast on The Overland

HAVING recently been a passenger on The Overland, I would like to express my appreciation of the change that has been made in the breakfast on the train. I think most travellers would agree that the freshly made toast and the glass of fruit juice now served are a vast improvement on the bread roll of old, and form a very pleasant and satisfying breakfast.

—(Mrs.) M. A. Newth, Greenhill Road, Burnside, S.A.

Moorabbin

LAST Wednesday I left my umbrella on the Moorabbin station. The porter rang from Cheltenham, and one of your staff sent the umbrella by the next train. I would like to express my appreciation of this kind service.

Sister Catherine, Church of England Homes for Children, 64 Milson street Brighton, writing to the Stationmaster, Moorabbin.

Lost wallet

ON behalf of my son Paul and myself I would like to thank you very much for the trouble you took to have my son's wallet returned to him at Morwell.

Would you please convey to the repairer (Mr. E. F. Prout—Ed.) who found the wallet, our thanks for helping to save a small boy some serious financial problems during his visit.

—Kevin Jackson, Landsborough Street, Echuca, writing to Stationmaster J. H. Williams, Longwarry

Noble Park

ON behalf of the staff and children of Grades 3 to Preparatory of State School 3675, Noble Park, I wish to thank you most sincerely for your generous help and advice for their excursion to the Royal Show . . .

—(Miss) Dorothy A. Fry, Infant Mistress, writing to the S.M., Noble Park

Berwick and Melbourne Goods

WE had consigned to us by Ronaldson Bros. and Tippett, of Ballarat, a parcel of machinery parts required by us rather urgently. Due to their error, the package was sent by 'goods rail', and would have been too late to have been of any use to us. We contacted Berwick station, a member of its staff rang Spencer Street goods shed, and some good Samaritan there transferred the parcel to 'passenger rail'. We received it the next day, enabling us to deliver an urgently wanted machine.

Considering the huge volume of goods passing through Spencer Street, we feel that firstly, the Berwick staff must have gone to a lot of trouble to make the change to 'passenger rail', secondly, that some person (or persons), took pains to see that the change was made . . . They may be interested to know that their efforts were really worthwhile, as a fruitgrower was able to spray before the weather 'broke'.

—K. B. & J. B. Hudson Motors, Berwick, writing to the Secretary

Flinders Street

ON arrival at Princes Bridge station on August 5, my daughter, aged eight, became quite ill. I feel I must write this letter of thanks for the attention we received from both women on duty in the ladies' waiting room and First Aid. My husband and I were quite delighted with the wonderful kindness shown to our daughter.

—(Mrs.) N. Riley, Gaborna Avenue, Watsonia, writing to the Stationmaster, Flinders Street

ON August 28 I was in the city with my young grandson when he was suddenly taken ill. The driver of the Frankston train (12.10 p.m.) was first to see my intense distress and directed me to the First Aid room, then kindly asked another driver to see me safely there. He obtained aid in the person of a Mrs. Reidy and I will never forget her kindly comforting manner to both the little lad and myself. I would appreciate it if you would thank these three kindly souls. In passing, I have travelled trains to Cairns, Alice Springs, etc., and I have not been the recipient of such kindness and courtesy before. It makes one feel proud of our Melbourne train service.

—(Mrs.) D. Herron, McMahons Road, Frankston, writing to the Secretary

Yarrawonga

WOULD you please accept, on behalf of the Kerang Rotary Club, the Kerang district students and teachers, and myself, our grateful thanks for your help and assistance to all concerned with the recent *Train of Knowledge*, from Kerang. Its outstanding success was largely due to the help given by you and your staff.

—Ivan Clempson, President, writing to Relieving Stationmaster R. Pollock, Yarrawonga.

Prahran

I am a daily passenger on the Sandringham line and my destination is Prahran. I wish to thank the station assistant (Mrs. W. J. Bryce, now at Ormond—Ed.) for her courtesy and kindness to passengers. This was outstanding and noticed by many . . .

—(Mrs.) A. Morley, Royalty Street, Clayton, writing to the Commissioners

Elmore

At the last general meeting of the Elmore Progress Association, many complimentary remarks were passed on the "new look" of the Elmore railway station. The recent painting has enhanced the building.

—G. James, Hon. Secretary, Elmore Progress Association, writing to S.M., Elmore

Lost Property, Southern Aurora

ON Monday September 18, I travelled to Melbourne on *Southern Aurora* and on my arrival at home found that I had mislaid a leather satchell containing my business and private papers. I came to the conclusion that I had left it in the taxi that drove me to the station in Sydney.

Had I realized that I had left it on the train, my worries over its loss would have been over, for within 48 hours I had a phone message from your Department telling me that it would be sent to Balaclava station.

I am a frequent traveller on this train and this is only another incident of the utmost courtesy and efficient service that I always experience on *Southern Aurora*. A word of thanks too for the folk at the Lost Property Office at Spencer Street.

—V. Holmgren, Denman Avenue, East St.Kilda, writing to the Secretary

Mildura train

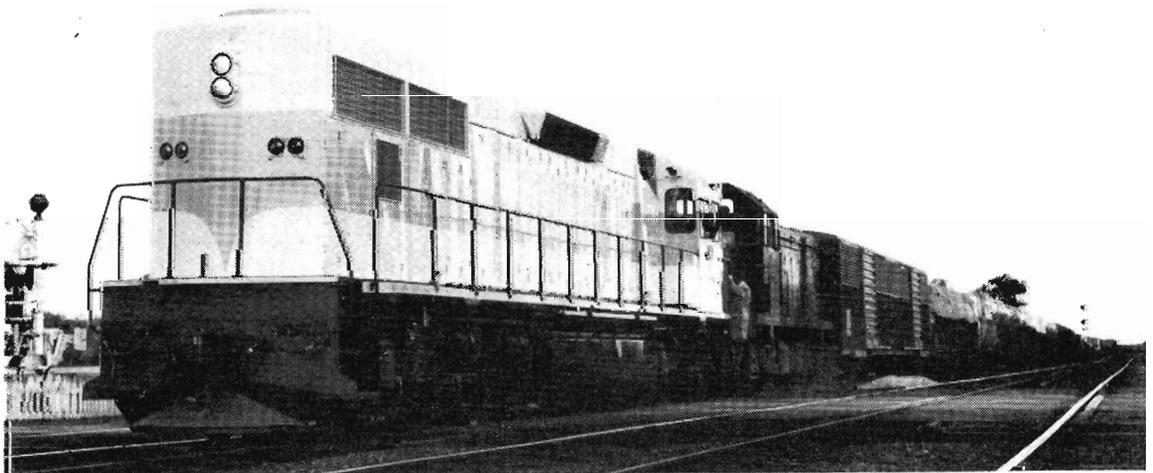
A passenger on the down Mildura train of August 12 (Mrs. E. Woodford, of Irymple), has expressed to the stationmaster at Mildura, her appreciation of the way in which the conductors helped another passenger who was taken seriously ill on the train. The staff concerned were Acting Conductors F. J. Fields and J. W. Box.

BIGGEST AUSTRALIAN-MADE DIESEL

THE biggest diesel-electric locomotive built in Australia passed through Victoria last month. It was the first of twenty-three 3,000/3,300 h.p. locomotives to be built by the Clyde Engineering Co.

Pty. Ltd. of Granville, N.S.W., for the Western Australian Government Railways. The locomotive, hauling a goods train over the standard gauge line, arrived at Dynon on

Friday, October 6. During the week-end it made a return test trip to Albury, and, after a change to 5 ft. 3 in. bogies, left Serviceton, en route to W.A., on the Monday.



The W.A.G.R. 3,000/3,300 h.p. diesel on test run near Somerton

AMONG OURSELVES . .

38 years on rail motors

WHEN Rail Motor Driver A. G. G. Mackenzie, of Bacchus Marsh, started in the Department as a lad at Jolimont Workshops, one of his first jobs was to assist the electrical mechanics in the wiring of petrol-electric rail motors. Since then, he has been driving rail motors for 38 years, until his recent retirement. Mr. Mackenzie drove the first diesel rail car on its test trip, and was stationed at Heathcote for many years.



Mr. Mackenzie on his last trip to the Rail Motor Depot

Communion Breakfast

THE Railway Catholic Memoriam and Bursary Association will hold its annual Mass and Communion Breakfast on Sunday, November 26, at St. Francis Church, Lonsdale Street. Mass at 9 a.m. will be followed by breakfast at the Myer Cafeteria, opposite. Tickets (\$1.25 each) are obtainable from the Association's secretary, Mr. P. J. Murphy (phone 57 4778).

Patchewollock golf

ASSISTANT Stationmaster Carl Borgelt, of Speed, had a very successful day at the recent Patchewollock annual golf tournament. He won not only the main trophy—the Walsh Memorial Cup—but also the 9-hole and 27-hole events, a good effort in a field of 100 players. Mr. Borgelt, who has been A.S.M. at Speed for the past four years, also plays football and tennis.

Life time in telegraphy



Mr. A. Cleary has been a telegraphist for practically all his half-century in the Department. Starting as a messenger in the Bendigo Telegraph Office on April 4, 1917, Mr. Cleary retired last month as Telegraph Supervisor at Head Office. In his earlier years he was active in first aid, gaining the gold medal and becoming an instructor. (Photograph; J. B. Williamson).

Golfer



Assistant Stationmaster Tad Woznica is shown with one of the trees he has planted to make an attractive garden in front of the station at Dunkeld. Mr. Woznica arrived from Poland and joined the Department in 1950. A keen golfer, he is secretary of the Grampians Golf Club, and has played in V.R.I. Country Week competitions at Rosedale, Melbourne.

Chinchillas



Calling in at Glen Thompson on a recent cold morning, *News Letter* found Relieving Stationmaster J. Bombardier in charge. He has been 10 years in the Department, and on the relieving staff during the last four. Although Mr. Bombardier doesn't find much time for gardening, he still manages to look after 65 roses at his home in Noble Park. He has recently taken up breeding chinchillas; good specimens, he says, can bring up to \$25 each.

Marksmen

BOTH Messrs. R. and E. Crimeen, Yard Assistants at Castlemaine, are expert with the small-bore rifle. Mr. R. Crimeen has shot in five Australian teams, against New Zealand, Canada, Great Britain, and U.S.A., in the Dewar and Empire City matches. He belongs to the Castlemaine small bore rifle club, and uses a .22 Anchutz super match target rifle.

His brother, Mr. E. Crimeen, won the pennant grade Victorian championship in 1961 and 1962, and shot against New Zealand in 1965. He uses a Walther .22 super match rifle



Messrs. R. and E. Crimeen

A phillumenist

IF you want to know what a phillumenist is, Mr. Arthur Pauline, who retired last month, would be the man to ask. Phillumeny—the collecting of match box tops—is one of the hobbies that will occupy some of his retirement leisure, the others are photography, philately, and the inevitable gardening. Mr. Pauline is the first of four brothers in the Department to retire. A suburban guard at Ringwood, he had obtained his stationmaster's certificate but, for family reasons, declined promotion. Mr. Pauline was active in union matters and first aid. He holds the V.R. gold life medal, is a serving brother of St. John Ambulance Brigade, and was superintendent of the St. John Box Hill division for nearly 10 years.

THE V.R.I. LIBRARIAN

TALKS ABOUT BOOKS

One of the lesser known, but more important sections of the V.R.I. Library, is the Technical Section. This is really a misnomer, because, while a great number of technical books are available, many others are non-technical, though most of them are on practical subjects.

A new technical catalogue is being produced, and should be ready soon but some idea of the scope of the section may be gained from a look at some recent additions to it.

New motor car workshop manuals are constantly being added, and most popular models are covered, as well as a number of less known makes. The various models of Ford and Holden are so popular that duplicate and triplicate copies are frequently bought to reduce the waiting lists. Morris Mini and 1100, Valiant and Volkswagen are also in constant demand.

Other recent titles of interest to car owners and home mechanics, would be *Automobile Engine Tuning* by Irving, *Car Spray Painting Made Easy* by Jasper, and *Digest of Automobile Engine Reconditioning* by Bertel. These titles are all self-explanatory, but *Test It Yourself* by Spoerl is a handy guide to the car-buyer, and Mills' *The Family Car Companion* gives a valuable outline of how to look after your car. A few tune-up manuals are also available, and more are on order.

Gardeners will be interested in *Gardening in Colour* by Perry and Seale. This is an Australian book, and covers every aspect for the home gardener. Walkenden's *Garden Making* and *Gardener's Guide to Pruning* by Fraser will also be of interest.

50 years at Geelong

MR. J. M. Kroger, who retired last month as goods sheds bookkeeper at Geelong, had worked there ever since he began with the Department as a Junior clerk on March 8, 1917. A keen athlete in his younger days, Mr. Kroger was third in the Victorian half-mile championship in 1928, and a member of the Geelong relay team that won the Victorian mile relay championship in 1932. Later he became coach to the Geelong College athletic team. A life member of the East Geelong Golf Club, Mr. Kroger looks forward to becoming a better golfer and "getting back to a single figure handicap".

Red for Danger by Rolt has proved one of the most sought-after books in the *Railway History* and *General* part of the section, but new titles are being added at frequent intervals, most of them on the various British railways, which all had quite colourful histories.

Home handymen will welcome *Beginner's Workshop Manual* by Warring, *Power Tools as a Pastime* by Christopher, and especially *Newne's Complete Home Maintenance* by Collins. This latter covers just about every job you will ever be called upon to do in the house, or around the garden.

You'll need some technical knowledge to use Hellyer's *Tape Recorder Service Manual*, but the layman will gain much from *Tape Recording and Reproduction* by McWilliams.

Amateur prospectors too are catered for: Idriess' *Prospecting for Gold and Fortunes in Minerals* are two old titles recently reprinted because of the current demand. Stone's *Gemstones of Victoria* covers the polishing of stones, as well as prospecting for them.

Amateur photographers, model-makers, in fact most practical hobbyists will find something new in the Technical Section, but as well as the recreational side, most trades and professions of interest to Institute members are also covered. Quite a large number of new titles have recently been added in such fields as mathematics, physics, chemistry, architecture, civil and electrical engineering, commerce, and accountancy. It could well be very profitable for members to have a careful look at the Technical Section next time they are in the library, or to apply for a copy of the new catalogue about the end of this month.

RETIREMENTS

ROLLING STOCK BRANCH

MacKenzie, A. G. (Sept.), Bacchus Marsh
Campbell, J. A. P. (Sept.), Newport
Popple, F. E. (July), Newport
Cockfield, J. A. (Aug.), Bendigo North
Francis, T. E. (Dec.), Bendigo North
Ryan, D. W. (Sept.), Newport
Castles, E. H. (Sept.), North Melbourne
Sparkman, F. R. (Oct.), Ballarat North
Outen, A. H. (Dec.), Newport
Savickas, B. (Dec.), Newport
Mayne, J. (Dec.), Ballarat
Beilby, W. S. (Dec.), Jolimont
Harte, D. A. (Dec.), Jolimont
Dever, W. H. (Dec.), Newport
Patterson, J. E. (Dec.), Newport
Fraser, J. (Dec.), South Dymon
Scott, G. (Dec.), Newport

TRAFFIC BRANCH

Sullivan, P. G. (Sept.), Oakleigh
Henneberry, T. V. J. (Sept.), Bendigo
Bredemeyer, I. L. (Mrs.), (Oct.), Richmond Group
Delaney, J. J. (Oct.), Spencer Street
Heath, F. W. (Oct.), Darling
Freitag, M. (Oct.), Glenhuntly
Hutchinson, J. A. (Oct.), Maryborough
Elwood, D. R. (Nov.), Ringwood
Eccles, W. J. (Sept.), C/o Metro, Sup't
Rice, A. R. (Sept.), Spencer Street
Henderson, A. V. (Aug.), C/o Metro, Sup't
Williams, F. W. G. (Dec.), Warragul
Crichton, R. A. (Dec.), Melbourne Goods
Smith, R. J. (Dec.), Mildura
Sexton, T. M. (Dec.), C/o Metro, Sup't
Jones, T. J. (Dec.), Head Office

WAY AND WORKS BRANCH

Blake, C. W. J. (Dec.), Windsor
Irwin, A. R. (Dec.), Sunshine
Kreemers, G. H. (Dec.), Relaying
Lloyd, A. J. (Dec.), Kardella
Matthews, W. V. (Dec.), Rutherglen
Monte, W. (Dec.), Bandiana
Phillips, J. T. (Dec.), Anderson
Wallace, L. (Dec.), Maryborough
Khann, L. (Sep.), Brim
Timms, J. G. (Mrs.), (Sep.), Bacchus Marsh
Main, W. D. (July), Orbost
Bredemeyer, W. A. (Sept.), Spotswood
Valence, J. G. (Aug.), Wallan
Woodridge, E. (Sep.), Bacchus Marsh
Richards, C. W. (Oct.), S. & T., Flinders Street
Timms, G. A. (Sep.), Bacchus Marsh
Stacker, F. L. (Oct.), Blackburn
Irvine, A. N. A. (Oct.), Spotswood

REFRESHMENT SERVICES BRANCH

Grant, M. (Mrs.), (Dec.), Dining Car Depot

STORES BRANCH

Jones, E. A. (Mrs.), (Sep.), Printing Works
Jeffreys, J. C. (Dec.), Reclamation Depot
Wilkinson, A. (Dec.), Head Office

NEWS LETTER REGRETS

TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Richardson, B. R. T., Ballarat Nth.
Schilling, S. V., South Dymon
Garvey, J. F., Newport
Bates, C., Ararat
Lazaric, Z., Jolimont

TRAFFIC BRANCH

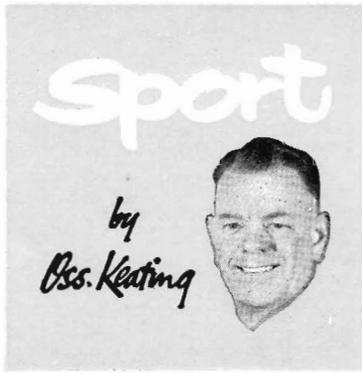
Scholes, F. M., Melbourne Yard
Camp, J., Melbourne Yard
Kemp, F. M., Melbourne Goods

WAY AND WORKS BRANCH

Jones, D. G., Spencer Street

STORES BRANCH

Taylor, L. D., Bendigo Nth. W'shops



Cricket

THE annual meeting of the V.R.I. Cricket Association was held recently, and it is good to know that Frank McCloskey and Bill Crowe are again carrying on in the top administrative positions—President and Hon. Secretary respectively. The Association has a worrying season ahead. With the increased charges set by the Melbourne City Council and other costs rising, the finances are going to be strained to the limit. However, with careful supervision by the executive, I'm sure the storm will be weathered.

Only four teams will be competing in this season's Commissioners' Cup competition—Loco (last years winners), Melbourne Yard, Codon, and Suburban Lines (who have returned to the competition after missing last season). Favourites to take out the 1967/68 title must be Loco, but we should have a better idea of the strength of each team after the first round has been played. The dates for these matches—Loco v Melbourne Yard and Codon v Suburban Lines—are October 24 and 31, at the Royal Park ovals. Two full rounds of matches have been scheduled for decision and the top two teams will meet in the final on March 6.

The annual match against the Postal Institute will be played at the Richmond Cricket Ground on Wednesday, December 6, from 10 a.m. to 5 p.m. (lunch 1 p.m. to 2 p.m.). Every endeavour will be made to field as strong a team as possible, because the Association is determined to regain the prestige lost when the Postal boys thrashed us so thoroughly last season. By golly, it even hurts to think about that game.

Table tennis

THAT the standard of our players is continuing to improve, is indicated by the fact that another pennant has been won by our V.R.I. Table Tennis Association. This time it was our B team who won the B6 grade of the Victorian Table Tennis Association's winter

competition. In all, four teams competed in various grades of the competition and besides the win in B6 we also made the preliminary final in C4. If this improvement is maintained then the promise we showed in the Perth Carnival should be confirmed next May in Brisbane, where the 1968 Carnival is to be staged, and we should be a real threat to New South Wales, who have dominated this sport for far too long.

The final four in the internal competition consisted of Revenue Accounts, Newport Workshops, Jolimont Workshops and St. Albans. No. 1 Revenue Accounts, who went through the season without a defeat, took out their third successive pennant when they beat Newport Workshops (6-4) in the final. The Association has entered five teams in the V.T.T. Association's Summer Competition. Anybody keen to have a game should contact me on auto. 2445.

Cricket coach

OUR congratulations to Robin Dyson, on his appointment as Captain—Coach of the Williamstown Sub-District Club. Robin who is a clerk in the Stores Branch, has been one of the mainstays of our interstate team for quite a few years, and in the last two Carnivals was Vice-Captain. He was a regular playing member of the star-studded South Melbourne side until his appointment this season. It is indicative of his ability that he could hold his own with players like Ian Redpath, John Shaw, Alan Connelly, etc. Best wishes Robin in your new sphere, and I hope you win many flags for Williamstown.

Golf

THE 11th North-eastern V.R.I. Golf Tournament was held at the Golden Vale Golf Course on Sunday, October 1, in beautiful

weather. Although the entries were down a little on last year, the quality was every bit as good, and the North-eastern Championship resolved itself into a great battle between the local champ., Jack Manning, and Les Prior from Bendigo. When the cards were finally counted, it was seen that Les had beaten Jack by one stroke, and so the title goes to Bendigo for the next 12 months. The J. H. Jupp Memorial Trophy was won by Bill Armstrong (Benalla) and another local, Reg. Wapling, won the A grade handicap. The B grade event went to Jack Lawler from Numurkah, the 9-holes out to Fred Townsing (Shepparton), and the 9-holes in to Ron Jones (Melbourne). As usual, the Golden Vale Associates provided an excellent lunch, and the fixture, run by the Benalla V.R.I. Committee, was a credit to the organizers. Councillors Bob Richards and Ron Jones represented Central Council at this Tournament.

Social match

QUITE a good crowd turned up at Whittlesea on Sunday, September 3, to see the annual football match between Spencer Street and Flinders Street Accountancy Branch sections. In a closely contested game, Spencer Street won by a point, 6-8 to 6-7. Captain and coach of the winners was D. O'Donoghue; Flinders Street was captained by L. Ricci, and coached by W. Merrifield. (J.M.)

Basketball

A basketball competition for first-year apprentices has created great interest at the V.R. Technical College. Nine teams competed, one from each class. The winners were D7 Electrical Fitters who beat D2 Boilermakers in the grand final. The trophy—a shield—will be completed for annually.



Mr. W. H. Chapman, Manager of Newport Workshops, presents shield to winners of V.R. Technical College basketball competition. Team members are: (from left) Joe Billis (Captain), Paul Ramondetta, Brian Bedggood, Anton Grabovic, Dennis Thompson, and Clive Dafter.

VICTORIAN RAILWAYS

NEWS LETTER

DECEMBER

VR

1967



SEASONAL GREETINGS
TO ALL
NEWS LETTER READERS
AND
BEST WISHES
FOR THE NEW YEAR

Rail help in drought

DURING the drought, the Department is giving all possible help to the community.

Starving stock, fodder, and water for drought-stricken areas in the State are being carried at special concession rates.

Livestock moving to agistment is railed at half the normal rates for both forward and return journeys. Fodder, including wheat, sent to drought areas is taken at one-quarter of the normal rates. As *News Letter* went to press, massive stock-lifts were being made in the drought-affected areas of the State. The major activity was in the Western District and Newmarket, from where many special trains took livestock to northern New South Wales and Gippsland properties, and to export butchers.

To meet the intense demand for rail transport, the Department borrowed 100 stock vans from the South Australian Railways. Recent construction work had doubled the sheep loading facilities at Newmarket rail trucking yards, while new trucking yards at Casterton assisted greatly in the movement of stock.

Special train services were scheduled to handle the high volume of livestock traffic moving.

In October, livestock owners were given permission to cut and remove grass hay from railway land.

Record livestock movement

DURING the week ended November 17, 107,140 sheep and 12,285 head of cattle were carried in 24 special trains. This was the biggest rail movement of livestock in one week, for more than 20 years. Most of the drought-

affected stock came from the Western District. A considerable proportion was sent to non-drought areas in New South Wales, and the north-eastern and Gippsland districts in Victoria.

During the period from October 22 to November 11, the Department railed a total of 337,040 sheep and 38,745 cattle.

Fire-fighting

THE Department has reconditioned 24 old steam engine tenders to carry water for fire-fighting purposes. Coupled in pairs, the tenders have a total capacity of 110,000 gallons.

In addition, the Railways have 158 water wagons, each with a capacity of from 1,500 to 2,300 gallons. Normally, these wagons are used to replenish water at Departmental residences, but in an emergency the wagons could be called upon quickly, as they are placed throughout the State.

Forty of the water wagons are in the Bendigo district, while Ballarat has 38, Ararat 24, Geelong 19, Seymour 15, Eastern 8, and Melbourne 14.

The 50,000-gallon water train is also available to cope with serious fires (see centre pages).

V.R. CHAIRMAN COMMENTS ON

DECENTRALIZATION AND THE RAILWAYS

DECENTRALIZATION is a subject often discussed, but one which very few ever get round to doing much about.

Railwaymen can always proudly enter any discussion on this subject in the full knowledge that we do not just talk about decentralization, we practise it.

For example, of the 29,000 persons in this Department, 9,600 are employed outside the suburban area. This, of course, means that the wages of these employees—amounting to \$27 million last financial year—helped to keep the cash registers of country shopping centres ringing.

Primary industry is assisted by means of low rates which range from 2.15 cents to 3.41 cents per ton mile for manure and other primary products.

Secondary industries also enjoy reduced rates, both for raw materials and finished products carried on behalf of these country industries.

These rates are designed to ease whatever disadvantage may be suffered, through freight costs, by a country industry relying on Melbourne as its main market. These reductions in normal rates range from 26½ per cent. to 66 per cent. for raw materials carried on

the "down" journey, and from 15 per cent. to 68 per cent. for manufactured products moving towards the metropolis. They 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.

In addition, approximately 350 country industries (their number is still being increased) approved by the Division of State Development, enjoy very preferential rates that are approximately 10 per cent. below those applying to other rail users. These concessions represent a practical and worthwhile contribution by the Railways to decentralization, and are estimated to be worth not less than \$800,000 per annum to the industries taking advantage of them. I would like to stress that this contribution to decentralization is made wholly by this Department, as it is not recouped in any way by the Government.

It is estimated that in the last financial year, concessions granted to country industries totalled \$4,150,000.

Decentralization is in the interest of the State, and we are doing—as we always have done—something practical about the matter.

Rail extension for oil fields

AS *News Letter* went to press, legislation was introduced in the Legislative Assembly to authorize the construction of a short line in South Gippsland to haul material for the off-shore oil and gas fields.

The bill authorizes the Railway Construction Board to build an extension from the South Gippsland line to Barry Beach. The line would be about 2 miles long with an additional half-mile of private siding.

A final decision to build the line had not then been reached, but the legislation was necessary, as construction could be required early in the new year.

Strawberries for Sydney

LAST month, the Department captured new traffic to Sydney—strawberries from Mornington Peninsula.

The strawberries are being railed from Melbourne every Monday, Wednesday and Thursday morning in a ventilated bogie van attached to *Intercapital Daylight*. They reach Sydney the same night ready for marketing early the next morning. Despite hot weather, consignments arrived in first-class condition.

The peak of the traffic is expected in December and January, when up to 2,000 punnets will be railed on each of the three days.

The strawberries, grown at the 6-acre Brierley farm, Mt. Pleasant, Flinders, are picked in the late afternoon and pre-cooled overnight to 35° before being taken to Spencer Street station.

It is unlikely that Sydney buyers, as they top their still-fresh strawberries with sugar and cream, realize that the Railways have made their delicacy possible with a 596-mile trip over two states in less than 13 hours.

Money for works

THE Department has been allotted \$16,628,000 by the State Treasury for the 1967-68 works programme—almost the same as last year.

Included in this amount is a special allotment of \$1 million towards buying two air-conditioned self-propelled rail-cars for the Ararat-Portland line, and 100 bogie hopper grain wagons.

Up to 200 bogie vehicles of various types, including louvre vans, open wagons, cement wagons, and flat wagons suitable for carrying steel (including steel pipes for natural gas projects) and container traffic will be built in Departmental workshops, at a cost of \$2,345,000.

To pay for diesel-electric loco-

motives already bought or on order will take \$2,145,000.

The programme of replacement of all remaining steam locomotives by diesels, scheduled for completion by 1971, was necessary for more economical and efficient operation of country passenger and goods services.

The outstanding advantages of diesels can be illustrated by an example from the Serviceton line where, prior to the introduction of diesels, it was necessary to prepare six steam locomotives—two at Melbourne, two at Ararat and two at Dimboola—in order to run *The Overland* from Melbourne to Serviceton. After their runs each of these six locomotives required considerable servicing before being ready for another trip.

By contrast, two diesels now run the train right through from Melbourne to Serviceton, and then come straight back again hauling an express goods train weighing anything up to 1,400 tons.

To complete 10 *Harris* type metropolitan electric motor carriages for limited 8-car running on the Belgrave, Lilydale and Glen Waverley lines, and to build six *Harris* trailer-type carriages to be tested in service before designs are completed for the next major suburban train construction project will require \$1,200,000.

Since 1956, 60 new 7-car *Harris Trains* have been placed in service; the number of swing-door trains still running has been reduced to nine.

Other expenditure in the works programme is:

- \$2,800,000 for further progress on the reconstruction and re-arrangement of the Melbourne Yard as a modern hump marshalling yard. Substantial operating benefits have already resulted from the work completed to date—train movements have been considerably speeded up and wagons have been re-marshalled in half the time previously taken. Locomotives, also, are being more efficiently used;
- \$600,000 for work in duplicating the Newport-Geelong line—completion of the Newport South-Rock Loop section, and for further progress on the Laverton-Werribee section that is due for completion in approximately 12 months. The provision of two-way automatic signalling on each track as the duplication proceeds will greatly increase the operating flexibility of the line, particularly when peaks of traffic in one direction occur at certain times of the day;

- \$167,000 towards further improvements to peak period train services on lines passing through Box Hill, by starting to build a third track between Burnley and Hawthorn and between East Camberwell and Mont Albert.

- \$450,000 for the Railways' share of the cost of grade separation works at level crossings. This will be applied mainly to works at Canterbury Road, Canterbury; Warragul Road, Oakleigh; Foster to Fish Creek road, Hoddle; South Gippsland Highway, Loch; and Princes Highway West, Winchelsea;

- \$2,930,000 for track re-laying and renewal of points and crossings. This will enable 165 miles of country tracks to be re-laid and reconditioned, and points and crossings to be renewed at about 75 locations.

The balance of the allotment will be used for many other items of a smaller nature throughout the State, and will include provision of an additional crossing loop at Tallarook, on the standard gauge line.

Compared with its first six months of operation, goods traffic on the standard gauge line has shown the remarkable increase of 150 per cent. It is now two million tons per annum, giving rise to the need for more crossings loops if further increases in traffic are to be handled without loss of efficiency.

Worn out

AFTER 58 years service, one of Melbourne's best-known clocks, over the Swanston Street entrance to Flinders Street station, gave up, last month. Examination showed that the weight-driven cogs had worn out. It was only out of action for a day, however, as a temporary electrical mechanism was installed. A modern electrical clock movement was put in later.

FRONT COVER

A freight train passes through Wycheproof. Among Victorian towns, Wycheproof shares with Koondrook the distinction of having a train line running along the main street. Wycheproof, 190½ miles by rail from Melbourne is on the fringe of the Wimmera district, and last October held its centenary celebrations. This excellent shot of the main-street train was taken from part of an Olympic Tyres front cover advertisement used for *Royalauto*, the magazine of the Royal Automobile Club of Victoria.

BENDIGO'S NEW STATION



Station exterior



Entrance to booking office, down platform. The staircase leads to the footbridge over the tracks.



The down platform

BENDIGO'S new station that has replaced the buildings destroyed by fire on December 23, 1965, is Victoria's most modern provincial city station.

The main feature of the station is an entrance hall built around the original stone and steel staircase leading to the footbridge spanning the railway tracks. In the building are a combined stationmaster's and booking office, a communications block, train control office, the administrative centre for the Bendigo district, and a dining room with accommodation for 120 people. On the car park side of the building, a cantilever verandah serves as a shelter for those waiting for taxis or private cars. The approach to the entrance hall from the car park is by a short ramp, convenient for mothers wheeling prams, and those using luggage trolleys. Steps are provided to the opposite side of the hall.

The parcels office, which was not damaged by the fire, has been retained, and an adjacent block of the old building converted to a boiler room.

A verandah matching that on the new building has been continued along the platform face of the parcels office to give a continuous shelter along the old and new buildings on the down platform. Replanning of the station entrance will provide parking space for private cars, taxis, and commercial vehicles.

The opportunity has been taken to rehabilitate the remaining portions of the old building. Work on this is approaching completion.

THE BIG FOUR

by C. L. WADELTON

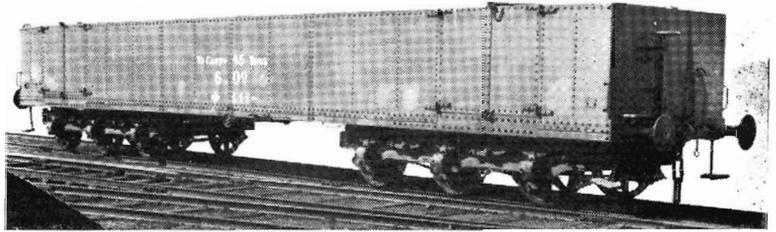
This account of the impact made by the arrival—66 years ago—of the first 45-ton wagons, was written by Mr. C. L. Waderton, a former Spencer Street stationmaster, who was then a goods clerk at Korumburra.

IT was 1901, and the cry had gone up for larger capacity trucks (as they were then called) to cope with the wheat, coal, and mineral traffic. The standard goods wagon was the iron 15-ton I, but there were still a lot of 10-ton wooden wagons in use.

Well, we got the big wagons—four huge iron vehicles of 45 tons capacity, with a tare of about 20 tons, and classed O°.

Korumburra, Jumbunna, and Outtrim Mines were then dispatching over 4,000 tons of coal a week. So—to Korumburra the big wagons came, and received a very cool welcome.

As the screens at the mines, and the grades of the sidings were not suitable, the mine managers flatly refused to use the wagons. None of their customers, they said, re-



One of the O° class wagons.

quired such large quantities of coal in one order.

One wagon was loaded with coal and sent to North Melbourne Loco. Depot. The reaction from that Depot was prompt: "Don't send any more of them here!"

The other three wagons remained idle in the mine sidings, and demurrage was duly booked up to the company. The managing director came down to see what it was all about. He came, he saw, and he left with a storm of invective hurled at the unfortunate S.M. It was to the effect that "if anyone thought the company would use the ———

freaks, he was as dim-witted as the man who invented them".

Time went on, demurrage charges accrued, and correspondence multiplied. Eventually it reached Ministerial level. Orders were then received to work the wagons empty to Melbourne, and a credit note cleared the demurrage charges.

The wagons were afterwards converted to vans and used for breakdown service.

(Six O° class wagons were built at Newport Workshops between 1899 and 1902. They were reclassified HH in 1957, and are still in use for breakdown service. Ed.)

REVIEWS

VINTAGE STEAM by Frank Roberts (149 pages, illustrated) is a collection of stories about engine driving on the New Zealand railways during the early years of this century. Frank Roberts started as a cleaner with the N.Z. railways in 1902, and fired or drove locomotives until his resignation in 1919. Afterwards, he remained a railway enthusiast until his death in 1963. The book, published posthumously, was edited by Gordon Troup. The stories deal with such topics as the pranks of young apprentices, the troubles and triumphs of various types of engines and trains, the vicissitudes of their crews, and the "cold war with the brass hats". Diagrams and a very useful glossary of technical terms are included. Published by the Caxton Press, P.O. Box 363, Christchurch, New Zealand, \$3.50.

Australian Railways (64 pages, paperback) is a compendium of useful information about Australian

railways, together with notes on their history and recent developments. The author, C. Corbet Singleton, joined the New South Wales Government Railways as a civil engineering draftsman in 1910 and retired as Liaison Officer in 1953. He was president of the Australian Railway Historical Society for its first 20 years and is now its honorary research officer. Publishers: Nelson Doubleday (Aust.) Pty. Ltd., 11 Albany Street, Crow's Nest, N.S.W.

Green Over Red, an eight-page, roneod, monthly magazine is somewhat unusual among railfan mags. as it devotes a page in each issue to buses. An editorial contends that many railway enthusiasts are also interested in road vehicles. The magazine was started about a year ago by Messrs. R. Cowan, D. Langley, and P. Nicholson. Its subscription rates are \$1 a year, or 15 cents for a sample copy; postal address—P.O. Box Hill, Victoria, 3128.

HISTORICAL WATCH

MR. T. Walker, a New Zealander who, accompanied by his wife, is visiting Australia, called in to *News Letter* office last month, and showed us a gold watch that has been in his family for over a hundred years. According to the inscription on the case, it was "presented to James Moore, Engineer of the Melbourne and Hobson's Bay Railway, by the Contractors as a token of their esteem and in commemoration of his having opened the first Railway in the Australian Colonies, September 12th, 1854".

The watch has been carefully preserved by Mr. Walker, and is in excellent working order. It was originally presented by James Moore to Mr. Walker's grandfather who was a hotel keeper at Hokatika, New Zealand, where Moore was then living.

RAIL USERS SAY...

East Camberwell

WHILE travelling to Belgrave recently, I accidentally closed the door on my finger.

Feeling rather ill, I left the train at East Camberwell and reported the incident to the station assistant. I would like to report the courteous attention extended to me by this young lad, and the excellent first-aid rendered by Mr. Wallis.

In a world where most of us do not seem to have much time for thought for the other person, their kindness and efficiency was very much appreciated.

—(Mrs.) M. C. Walters, Lockwood Avenue, Belgrave Heights, writing to the Commissioners

Upper Ferntree Gully

SEVERAL years ago, I wrote complaining of the service at Upper Ferntree Gully railway station. I feel in all fairness I should now write and compliment the staff for their service during the last 12 months or so. They are courteous and most obliging. It is certainly a pleasure to do business with them.

—(Mrs.) J. Crawford, Main Road Upper Ferntree Gully, writing to the Secretary

Dandenong

I wish to thank the stationmaster at Dandenong for the recovery of a bag (containing valuable books and papers), that I left on the train. The stationmaster was most obliging, and went to a lot of trouble to recover the bag. The staff at Spring Vale and Noble Park were also very helpful.

—K. Wells, Springvale Road, Springvale, writing to the Commissioners

Intercapital Daylight

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

School excursions

THE organization of the school's train trip to the Showgrounds could not be faulted. We almost had an uninterrupted run each way, and the help given on the Showgrounds platform was particularly commendable. In these days when our public transport comes under severe criticism at times, I would be grateful if you

would pass on our sincere thanks to all those associated with a splendidly organized trip.

—Michael F. O'Donnell, Headmaster, State School, Springvale, writing to the Commissioners

Toorak

I would like you to know how much I appreciated the kindness and good manners of one of your young staff (Station Assistant D. Fairbanks — Ed.). I was feeling very tired, and this young man took my bag, and carried it up the ramp to the gate for me.

—(Mrs.) L. Walker, Northcote Terrace Medindie, S.A., writing to the S.M., Toorak

Flinders Street first aid

I would like to let you know how much I appreciate the kindness and help shown to my late wife who became ill at the station on September 1.

Mrs Collins, who was on her way to a specialist for treatment, spoke very gratefully of the help the station staff and the first aid section gave her . . .

—Frank Collins, Princes Highway, Spring Vale, writing to the S.M., Flinders Street

THE FIRST

R.S. 105b* VICTORIAN RAILWAYS. No. 1

Rolling Stock Branch.

Motorman's Certificate

This is to Certify that William Cecil SEARLE whose Signature appears in the margin, has passed the Examination for a Motorman, and is competent to drive Electric Trains.

W. C. Searle Examinee.

Certificate No. 3 / 5 / 1919.

A. E. Smith Chief Mechanical Engineer.

THE first electric train driver's certificate—issued to William Cecil Searle—was recently given to the Department by his son, Mr. F. C. Searle, who also gave the following details of his father's career.

William Cecil Searle came to Melbourne in the sailing ship *Oriana*. He left for the Bendigo goldfields, but joined the railways there as a fireman, about 1884. Ten years later, he came to Melbourne, and worked on the Heidelberg line trains. He also drove the first A2 locomotive, and when volunteers were called for the new electric trains, William Searle obtained the first motorman's certificate, and afterwards became an instructor. He retired in 1930 and died in 1939.

(The first electric suburban train ran on May 28, 1919, 25 days after the date the certificate was issued.)

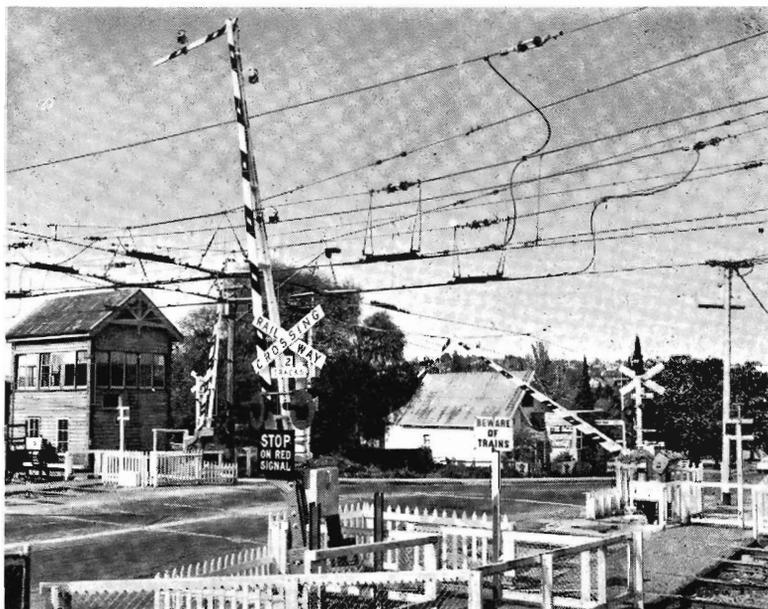
BOOM BARRIERS 60 NOW INSTALLED

The Department's first boom barrier system of level crossing protection was installed at Toorak Road, Tooronga, in 1956. Since then, 60 crossings have been so equipped, the latest being at Ferguson Street, Williamstown.

These systems are designed so that there is a warning period of approximately seven seconds, during which the bells and flashing lights operate, before the boom starts to descend. This takes a further 13 seconds, making a total of 20 seconds from the beginning of the initial warning until the booms reach the horizontal position. They reach that position at least 5 seconds before the arrival of the fastest train.

After the last vehicle of the train has cleared the crossing, the booms rise to the vertical position in about 8 seconds.

At most crossings, two half-barriers only are installed, each protecting half the width of the roadway. An



These barriers at Riversdale Road have arm tips that turn down to clear the tramway wires. There are four 27-ft. long arms—two on each side of the road. The installation of these barriers allowed the road to be widened from 29 ft. to 45 ft. They are controlled by the signalman at the crossing.



At Somerton, barriers are controlled by push buttons during broad gauge shunting.

exception is Riversdale, where four half-booms were installed, the ends of each being hinged to avoid contact with the overhead tramway wire. These ends take up a horizontal position when the booms are fully down. This system is manually operated by the signalman at the adjacent signal box, and is arranged so that the diagonally opposite *entry* booms are lowered first. The signalman, after observing that road traffic has cleared the crossing, then lowers the two *exit* booms.

Some crossings are equipped with two manually operated booms, but these are usually at places where it is necessary to have a signalman for safe working purposes.

At other locations, the boom barrier system is controlled automatically by approaching trains and track circuits. The operation, as seen by the motorist is the same, whether manual or automatic.

Provision for push button control of some systems is usually installed where shunting over the crossing is necessary.

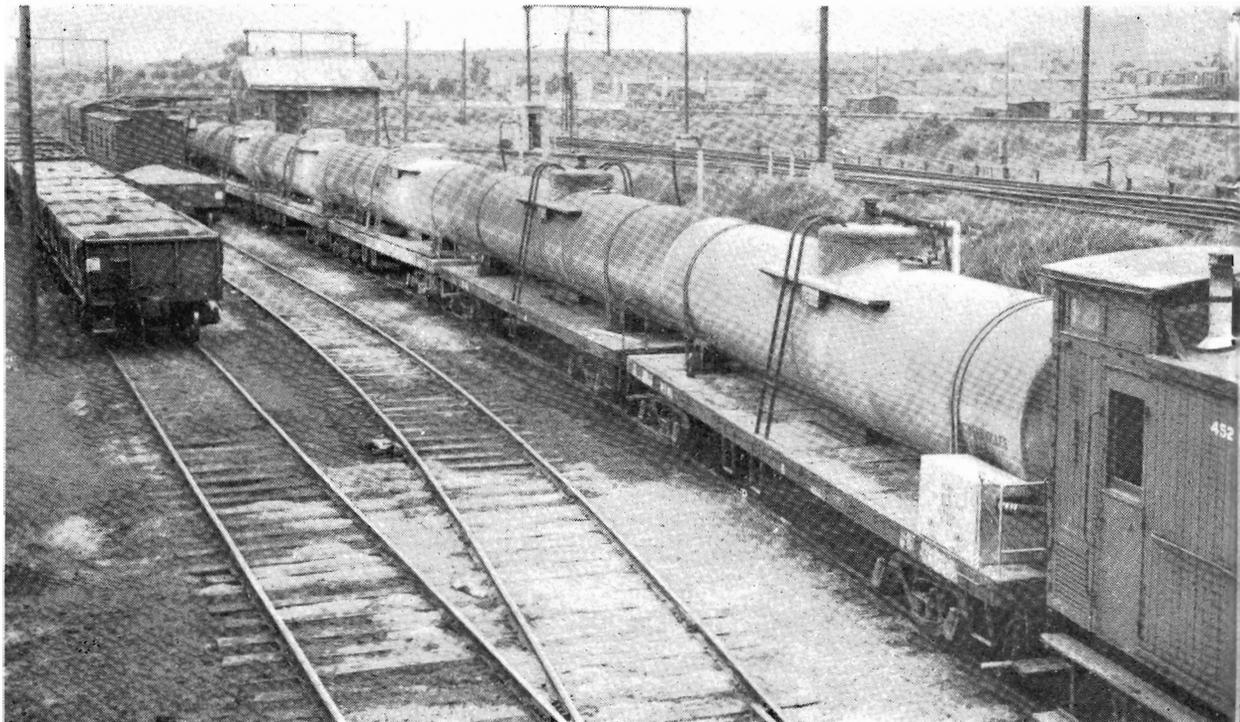
Boom barriers and flashing light systems, like all signalling circuits, are designed on *fail safe* principles; a failure will cause the booms to descend to the horizontal position.

Crib crossings for pedestrians are provided at all boom barrier crossings. They have a centre panel which is arranged so that the pedestrian will look first one way, and then the other, so that he can see whether a train is approaching from either direction. The bell associated with the boom system also gives an audible warning.

Children should be taught by their parents, and in schools, to observe boom barrier signals and be constantly alert, just as they must observe other traffic signals.

The overwhelming majority of motorists co-operate at these crossings. But, as in many other things, there are the few who do not. For such offences, substantial fines are imposed by the courts.

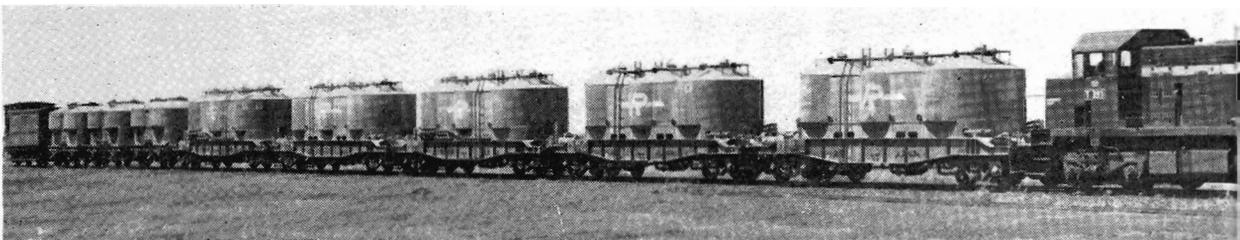
THE advent of the rail motor on the Victorian Railways dates from May, 1883, when Rowan's Steam Car was placed in temporary service. Records indicate that, after a brief period of working, it remained idle for several years. In 1890, when the Outer Circle Railway was opened, it was used on that line until the middle 1890's when the car was withdrawn from service.

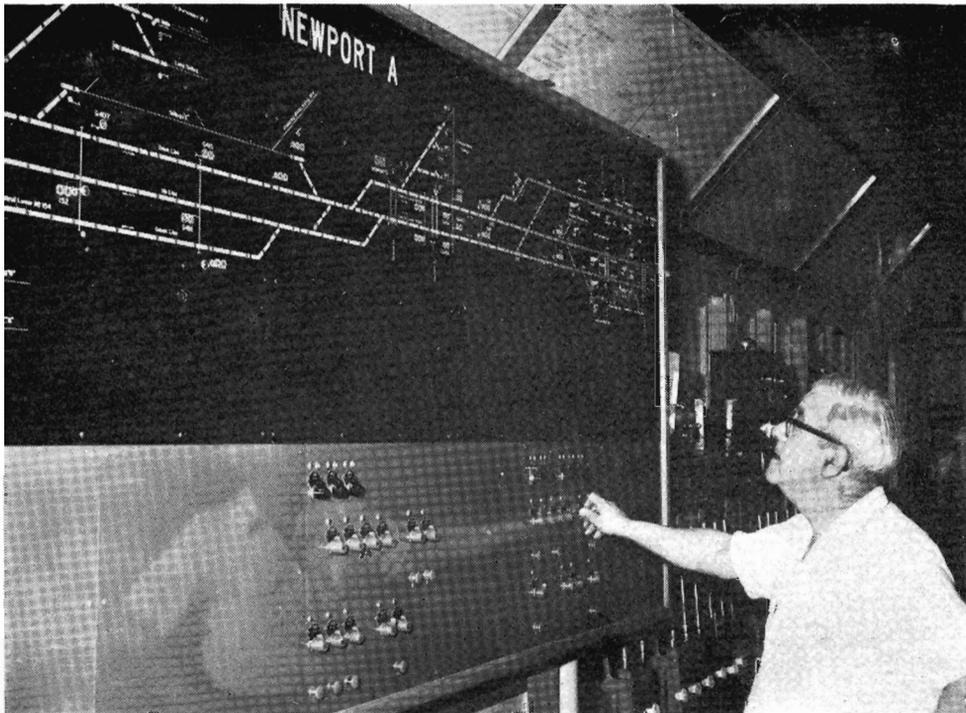


WATER TRAIN : Ready for instant dispatch when needed, the 50,000-gal. water train is shown standing at North Melbourne. Water from the train can be pumped into road vehicles at the rate of 22,000 gal. an hour. The two pumps also enable the tankers to refill from a river or stream close to the railway line instead of the train having to return to a railway location with watering facilities.

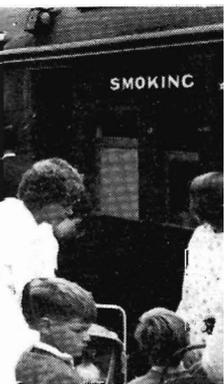


ZOO SPECIALS : At this time of the year the Zoo is one of the favorites for children. Early last month, over 900 Gippsland children visited the Zoo in two special trains, one from Maffra and the other from Stratford. As *News* is shown detraining at Royal Park—from Stratford. As *News* other Zoo specials were scheduled from Wonthaggi.

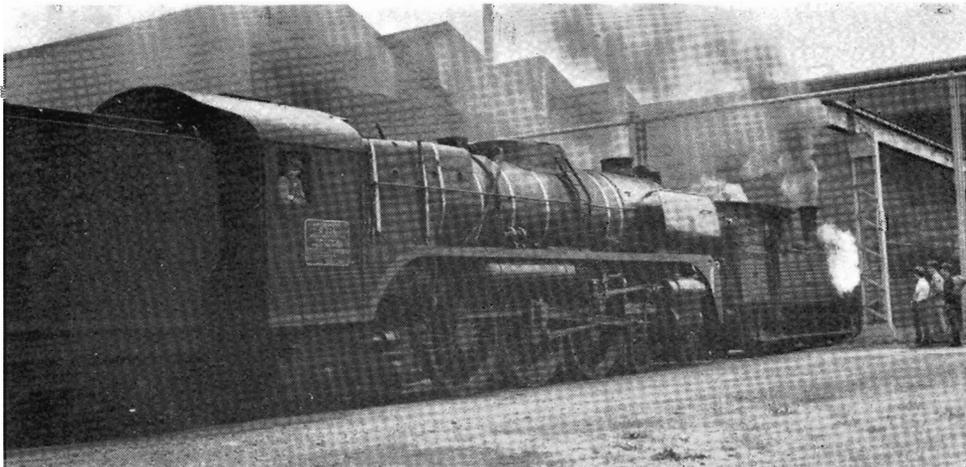




REMOTE CONTROL: Signalman P. McMahon makes a road on the new panel installed in Newport A signal box. On October 22, the single line between Altona Junction and Altona became automatically signalled, with the signals at Altona Junction controlled from Newport A Box.



Popular destinations and adults visited - its passengers are better went to press, and Yallourn.



ANOTHER ADDITION was made last month to the Australian Railway Historical Society's Museum at Newport Workshops, when R 704 was placed on display there. The locomotive, shown being shunted by E 369 into the Museum, was displayed at the Festival of Britain exhibition held at Glasgow in 1951.



◀ **CEMENT TRAIN:** This train load of bulk cement wagons near Laverton is en route to Fyansford to be loaded with cement for bulk consumers in Melbourne.

LINES FROM OTHER LINES

Ladies of the line

BIRKENHEAD North (England) boasts a truly remarkable permanent way gang. Unique on British Rail, its members are all women. The gang was started in 1955 when there was an acute shortage of manpower in the area. Twelve years ago there were 20 women. Since then, the number has gradually dwindled until now there are only eight left.

Weeding, repairing, shovelling ballast, and all the other normal track jobs are done by the women. The ganger in charge is Hugh Hughes.

All enjoy their job. "It's ideal", said Millicent Knowles. "Apart from a healthy outdoor life we can be home in plenty of time to cook the evening meal."

Not everything about the job is perfect, however. Most of their area is electrified by the third rail system, and the gang is constantly faced with the problem of dead animals on the line. And they are always having to clear away rubbish thrown on the tracks.

Although their area is kept neat and tidy, the telling evidence that the gang consists of women, and not men, is their cabin. It must be the neatest and most homely on the railways. Each window has curtains, the table is covered with a plastic tablecloth, and even the wooden walls are papered.

"It's our second home," said Bess Smith. "We have most of our meals here, so why not make the place look decent?"
—(*British "Rail News"*)

Where rail is cheapest

THE main justification of the existence of railways is not that they developed the country, or that a huge amount of capital is tied up in them, or that they are the "only" way of doing a particular job.

It is the fact that, in spite of all the technical advances made by other transport media, railways are still the lowest-cost "producer" over a very wide area of the transport field. Broadly speaking, this area is mass transport of passengers and goods.

The word "mass" is vital; where the total transport task to be performed over a certain route falls below a certain critical level (which will vary with the particular circum-



Some of the members of British Rail's only gang of women repairers.

stances in each instance), railways are not the lowest-cost transport agency.

That's why some little-used branch lines have been closed in recent years.

Railways are essentially a mass transport agency because the minimum investment necessary to give an acceptable service under today's highly competitive conditions is very high. Therefore, heavy traffic volume is necessary if overhead costs, measured on a ton-mile basis, are not to be out of all proportion.

However, once a line has been built, traffic over it can be increased enormously before any further investment on fixed plant—trackwork, signalling, etc.—is called for. There is a progressive decline in overhead costs per ton-mile on all traffic as traffic increases, enabling the railways to take full advantage of their very low direct haulage costs.

This factor will operate to the railways' advantage in the coming container era.

"Hovertrains"

HOVERTRAINS cruising at 250 miles an hour between city centres on an overhead mono-rail-type track may be the next

major development of the air-cushion principle employed in hovercraft.

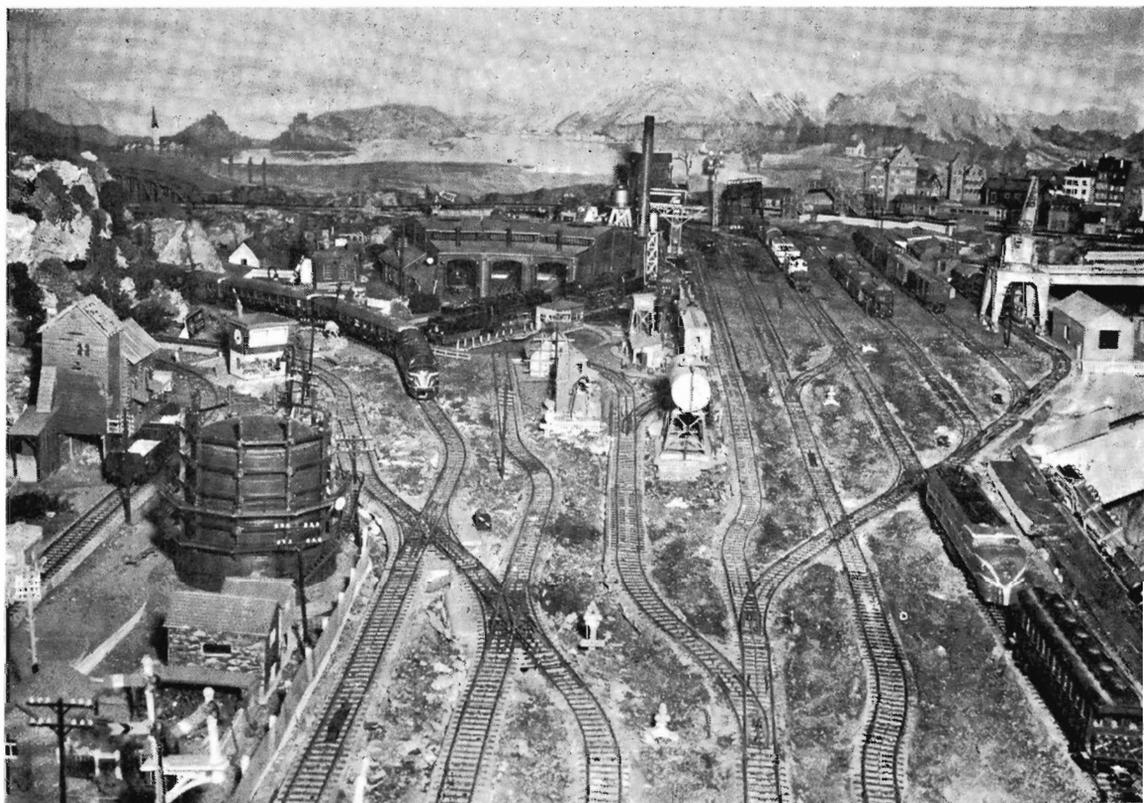
Studies of such a tracked hovercraft system by the firm of Hovercraft Development have shown it to be technically feasible and economically attractive. Capable of carrying about 200 passengers, the craft would be fitted with an automatic, fail/safe control system, enabling them to operate under all weather conditions.

Public transport vital

THE bigger the city, the greater is the necessity for public transport. In New York, 90 per cent. of the millions who arrive in the morning peak hours and leave in the evening rush, use public transport. Similarly, in London, only 10 per cent. travel by private car during the same peak hours; about 39 per cent. use the Underground, 36 per cent. the main line British Railways and 15 per cent. travel by bus.

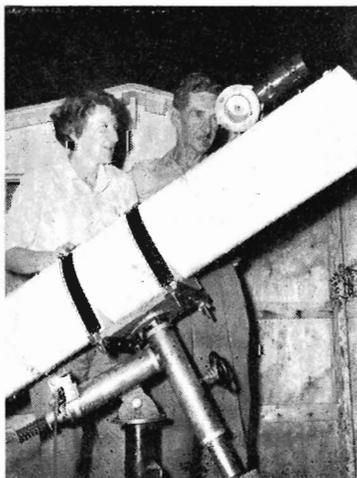
The motor cannot cope with mass traffic movements while most cars entering or leaving any city during peak hours are nearly empty—the occupancy averages out at one-and-a-quarter passengers per car (many of which are growing as long as a bus).

RAILS, BIRDS, AND STARS



(Above) Part of the model railway; the Beyer-Garratt locomotive, and the hotel, stations, houses, coal stage and mine poppet heads were built by Mr. and Mrs. Beck. Other items were bought, or were gifts from friends overseas.

(Below) Mr. and Mrs. Beck and telescope.



MR. Len Beck, a draughtsman in the Signal and Telegraph Division, has the interesting hobby combination of model railways, astronomy, and bird raising.

His model railway covers 24 ft. by 14 ft. and has 37 points (31 electrically operated), two passing loops, industrial sidings, two sets of boom barriers, an electrically operated turntable, coal hopper, loader, and gravel hopper. The scenery, mostly mountain country, is on three levels, and made from coloured rocks cemented with plastic. There are also stations, bridges, houses, an hotel, a farm, coal stage, mine poppet heads and various buildings. Electrical power is 14 volts d.c. and 16 volts a.c. Blue globes in the ceiling give a moonlight effect for night operation. Track and motors are *Marklin* manufacture.

Motive power consists of eight steam locomotives, including a Beyer-Garratt type, two diesel-electrics, and two Budd diesel rail-cars. There are 60 passenger and goods vehicles.

Future works planned are the in-

stallation of power signalling and an illuminated track diagram. Under construction are a Trans-Europe passenger express, an old type N.S.W. rail motor, the power van of *Inter-capital Daylight*, and another Beyer-Garratt loco.

Observatory

Both Len and his wife are members of the Astronomical Society of Victoria, and have just completed an observatory to house Mrs. Beck's 8-in. reflector telescope, which is mounted on a concrete block sunk 4 ft. into the ground. The observatory roof can be rolled back to give a clear field of view. Ultimately, it is proposed to motorize the drive of the telescope.

In the Becks' three large aviaries are budgerigars, quail, beautiful Gouldian finches, and a white cockatoo which, when loose, often acts as a self-appointed watchdog. Other hobbies of Len and his wife are photography (mostly of birds and wild-flowers), tape recording of bird calls, and gold panning.

Saved from river

APPRENTICE Painter Kevin Morrison, while painting the Port Melbourne line bridge over the Yarra, saw Painter J. Karpala fall from the scaffolding into the river below. Kevin immediately jumped into the deep river and brought him safely to the bank.

Kevin comes from Swift's Creek, near Omeo, and learnt to swim in the river at the back of his home. As would be expected from a former resident of the Omeo district, Kevin is an enthusiastic angler . . . but he doesn't care much for the trout fishing in streams nearer to Melbourne.



Apprentice Painter Kevin Morrison at work on the bridge over the River Yarra.

Pigeon Racing

MR. Claude Dunn, the Departments senior driver, has been active in pigeon racing for many years—in the last 14 of them, he has won no less than 12 cups.

One of his birds is the only locally owned pigeon, in 47 years of racing, to complete the 600-mile journey from Copley, South Australia, to Stawell.

Mr. Dunn's other hobbies are angling, canary breeding, and dahlia growing.

Mr. Dunn, has been at Stawell since 1960. His father was a driver, a brother is a guard at Glen Waverley, and one of Mr. Dunn's sons is a clerk in the Secretary's Branch.



Mr. Dunn with his pigeon that made the 600-mile flight from South Australia. (Stawell "Times News" Photograph)

New Stores head

MR. A. Wilkinson, Comptroller of Stores, who retires at the end of this month, will be succeeded by Mr. A. W. Thomson,

the present Assistant Comptroller of Stores. Both officers' careers were covered in last April's *News Letter*.

Wedding bells



Shown at their wedding reception are Mr. and Mrs. Graham Sessions who were married recently at St. David's Presbyterian Church, Boronia. The bridegroom works in the Train Services Division of the Traffic Branch, and his wife (formerly Miss Glenis Rowand) is a typist in the Accountancy Branch at Head Office. She is the daughter of Mr. A. J. Rowand, guard at Ringwood.

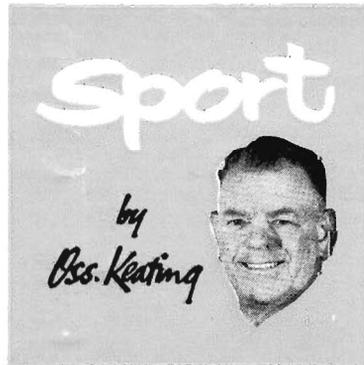
50½ years



A travelling bag was an appropriate gift among those presented to Mr. P. J. Thomas on his retirement as Foreman Sheet Metal Worker at Spotswood Workshops. Mr. Thomas left last month, accompanied by the bag, on a trip to Hong Kong. He started as an apprentice lamp maker on February 12, 1917, and was at Spotswood Workshops for 36 years. He is shown (left) being farewelled by Mr. P. Gibb, Assistant Workshops Manager.



About 70 attended the recent annual reunion of booking clerks, held at Concordia Hall, South Melbourne. Included among them were such retired stalwarts as Messrs. J. J. Fewster, S. Sloane, F. Thomas, and C. Campbell. Group at the table are (from left) Messrs. L. Lasini, A. Williams, J. McKain, N. Currie, W. Scanton, M. Yalassis, M. Fawke and K. Dawson.



Golf

THE 1967 metropolitan championships resulted in a win for J. Kennedy (A grade), R. Rolls (B grade) and J. Gotsalks (C grade). Trophy winners at the Sunday outing at Drouin were H. Humphrey (Traralgon) and H. Hawke (Metro.) Players from Traralgon, Maffra, Korumburra, Warragul and the metropolitan area were represented at this fixture.

The Geelong V.R.I. Golf Club held the second of its western district championships on the Colac golf course on Sunday, November 12. The organizing committee, headed by Norm Roberts (president) and Ian Paterson (hon. secretary), must have felt very satisfied at the large number who turned up for this tournament. Representatives from Warrnambool, Dunkeld, Ballarat, Geelong and the metropolitan area took part—in all, over 60 players hitting off from the first tee. Major trophy winners were: W. Brown, Ballarat (western district championship), A. Collins, Metro. (minor championship), W. Sullivan, Geelong (A grade 18-hole handicap), S. Edwards, Warrnambool (B grade 18-hole handicap) and G. Farrelly, Metro. (C grade, 18-hole handicap).

In the ladies' section, Mrs. T. Woznica of Dunkeld, won the scratch event and Mrs. Farrelly of Melbourne won the handicap trophy. Council was represented by Messrs. F. McCloskey and R. Richards, who both assisted Norm Roberts to present the trophies.

Cricket

ONLY four teams are competing in this season's Commissioners' cup competition, but it looks, after the first round of games, that the sides are fairly evenly matched. Suburban Lines managed a first innings win over Codon, and Loco got the points from Melbourne Yard. Although Loco. were last season's premiers, don't be surprised if Suburban Lines prove the best side in this year's competition.

Country cricketers are again reminded that the 1968 Country

New Guinea



Station Assistant John Curran, shown oiling points at Hamilton, lived in New Guinea for five years before returning to Australia two years ago. John, who joined the Department at Hamilton six months ago, says he enjoys the cool climate there, as, during part of the time in New Guinea, he lived in the western highlands, where, at 7,000 ft. up, it can be very cool. For a hobby, he collects stamps.

RETIREMENTS

ROLLING STOCK BRANCH
Bonner, F. J., (Nov.), Newport
Ryan, J. W., (Nov.), T.L. Depot
Warnock, J., (Oct.), Newport
Ames, P. R. S., (Jan.), Newport
Ramsay, T. S., (Jan.), Motor Garage
Campbell, A. C., (Jan.), Newport
Harris, H. R., (Jan.), Warragul
Prytherch, R., (Jan.), Newport
Beare, A., (Jan.), Jolimont
Dallaris, C., (Jan.), Newport
Donovan, J. P., (Jan.), Newport

TRAFFIC BRANCH
Salter, E. R., (Dec.), Bendigo
Thomson, A. E., (Jan.), Geelong
Walsh, (Miss) B., (Jan.) Flinders Street
Ilton, A. W., (Jan.), Spencer Street
Bruckner, F. W., (Jan.), Melbourne Goods
Barker, C. R., (Jan.), North Geelong
Fitz-George, (Mrs.) P., (Jan.), Flinders St.
Gale, R. D., (Jan.), North Dynon
Ham, W. E., (Jan.), Melbourne Goods
Rolls, E. K., (Oct.), Spencer Street
Garlick, W. H. S., (Oct.), Spencer Street
Cadwell, P. S., (Oct.), Melbourne Goods
Spurway, (Mrs.) M. S., (Oct.), Footscray

WAY AND WORKS BRANCH
Dole, M. I., (Jan.), Bendigo
Galvin, S. J. P., (Jan.), Wendouree
Hampson, A. G., (Jan.), Windsor
Hart, C. E., (Jan.), Spotswood
Reinkowski, K. A., (Jan.), Spotswood
Rice, J., (Jan.), Geelong
Scott, N., (Jan.), Eastern District
Tayles, W. J., (Jan.), Perm. Way Mater. Depot

Wilson, W. A., (Jan.), Newstead
Elston, A. E., (Jan.), Hamilton
Crough, P. V., (Sept.), Head Office
Kell, R. W., (Sept.), Horsham

STORES BRANCH
Warren, G. S., (Jan.), Newport Work-shops Storehouse
Menadue, W., (Jan.), Dynon Area Storehouse
Ferguson, W. H., (Jan.), Clothing Depot

ELECTRICAL ENGINEERING BRANCH
Cheswright, J. S., (Dec.), Overhead Division
Manche, E., (Dec.), Lighting and Power Division
Rycroft, P. St. V., (Dec.), Distribution Division
Shugg, R. G., (Jan.), Overhead Division

ACCOUNTANCY BRANCH
Harrison, N. W. J., (Oct.), Flinders Street
Oholm, N. M., (Jan.), Head Office

NEWS LETTER REGRETS

TO RECORD THE FOLLOWING DEATHS

ROLLING STOCK BRANCH

Galletly, W.O., Head Office
Dobie, A. J., Cohuna
Hogg, W. B., Newport

WAY AND WORKS BRANCH

Ameer, P. J., Relaying Gang

Basketball

I feel that "magnificent" would be the only way to describe the inaugural basketball carnival, held in Adelaide recently. The fixture was an outstanding success, both from a competitive and social angle, and reflects great credit on the South Australian Railways Institute, which was responsible for the organization of this tournament.

A party of 23 Victorians, made up of a girls' team and a boys' team, with officials, went to Adelaide. From the time we arrived, until the departure of *The Overland* on the return journey, we were the recipients (perhaps at times it felt as if we were the victims) of the host State's hospitality, and so good was it that I feel it could have been their secret weapon to win the carnival.

On arrival, we were very sincerely welcomed by the South Australian Railways Commissioner, Mr. R. Fitch, at a first-rate buffet luncheon. The four competing States in the men's section—Queensland, Tasmania, Victoria and S.A.—then began the series of matches to decide the carnival champions.

In the girls' section, only Victoria and S.A. competed, and three games were played to decide the winner of the B.L. McInnes trophy.

The host State made a clean sweep by winning both titles, although they had only a percentage advantage of 2.5 over Queensland at the end of the men's series. In the latter, Victoria just managed to beat Tasmania for third place, but for quite a while during the tournament, it looked as if we could finish up with the wooden spoon. Lack of a good goal thrower was our only real weakness, but this deficiency under the basket was to plague us throughout the carnival. Still, if you can't score goals you can't expect to win games.

In the girls' section our S.A. opponents were taller and stronger than our kids, and made good use of these advantages to win the three games played. Trophy winners in the Victorian party were Lorraine Perrett and Mel Boyd who both played well throughout the series. Faye Hutchinson, captain of our girls' team, deserves special mention because I feel she played a real leader's game throughout the series, and quite often sacrificed her own skill for the sake of the team.

The presentation dinner was a fitting climax to a wonderful eight days in Adelaide, and the presence of the two girls' teams was an added touch of colour to a very bright evening. The trophies were presented to the various winners by Mr. R. Fitch, who has always shown a very keen personal interest in the



Members of the V.R.I. girls' team who took part in the recent intersystem basketball carnival held in Adelaide. (Left to right) Back row: Misses L. Perrett, R. Byrne, Mr. H. Bray (coach), Misses H. Murnane, and C. Lator; Front row: Misses H. Malsem, L. Alison (vice captain), Mrs. Keating (chaperone), Misses F. Hutchinson (captain), and S. Hanlon.



Men's team (left to right) Back row: Messrs. H. Bray, G. Nicholas, K. Wildie, G. Lewis, M. Boyd, J. L. Harding, and G. Lyons. Front row: Messrs. G. Payne, D. Kirby, M. Trudgeon (captain), O. Keating (Institute representative), G. W. Edwards (coach), E. Huber, and A. Collier. (Photographs: Frank Boase)

interstate basketball matches played between Victoria and S.A., and which were the forerunners of this carnival.

Congratulations are in order to the carnival committee for this wonderful effort, particularly to Eric Stephens, the carnival chairman, and my old friend Ian McLeod who was the hard working carnival secretary. Might I also congratulate our kids, both boys and girls, for their exemplary behaviour throughout, thank Faye Hutchinson for the co-operation she gave my wife as chaperone, and Ernie Huber and Denis Kerby for the help they gave me as manager.

Darts

HAD a visit the other day from Frank Godman, goods checker, of North Dynon Goods, and Frank, who is a very keen darts player, wanted to know why we didn't have a V.R.I. darts club competing in a competition. Well, I don't know why we haven't one, so I'd be pleased to hear from any darts player who would like to help Frank form a club. If you would give me a ring on Auto. 2445, we can arrange a date for a meeting to start the ball rolling or the darts flying, perhaps.

Learn the right way

MR. John Conlin, our Librarian here at the Institute, tells me he has just bought an ex-

cellent selection of books on the correct way to play bowls and golf. So, come on you blokes, if you can't get up to the kitty, or if you are in the horrors with that hook off the tee, then all you've got to do now is trot down to your nearest V.R.I. library, grab one of these masterpieces and, hey presto! your game's o.k. again. Incidentally, there are sufficient copies for all country libraries—so if your Centre hasn't got a copy yet, tell the Centre Secretary to have one sent to you immediately.

**GIFT PARCELS
FOR
V.R. SERVICEMEN
OVERSEAS**

THE Commissioners are arranging for a postal order to the value of \$3 to be sent to every Victorian Railways National Serviceman known by this Department to be serving overseas.

Each postal order can be exchanged for a gift parcel at the serviceman's nearest Ausforce PX canteen.

1968

Terminating dates of pay fortnights shown in **Blue**
 ○ Public Holidays (Good Friday, 1969—April 4)

1968

	JANUARY					FEBRUARY					MARCH								
Sun.	...		7	14	21	28	...	4	11	18	25	...	3	10	17	24	31		
Mon.	...	1	8	15	22	29	...	5	12	19	26	...	4	11	18	25	...		
Tues.	...	2	9	16	23	30	...	6	13	20	27	...	5	12	19	26	...		
Wed.	...	3	10	17	24	31	...	7	14	21	28	...	6	13	20	27	...		
Thur.	...	4	11	18	25	...	...	1	8	15	22	29	...	7	14	21	28	...
Fri.	...	5	12	19	26	2	9	16	23	1	8	15	22	29	...
Sat.	...	6	13	20	27	3	10	17	24	2	9	16	23	30	...
	APRIL					MAY					JUNE								
Sun.	7	14	21	28	...	5	12	19	26	...	2	9	16	23	30		
Mon.	...	1	8	15	22	29	...	6	13	20	27	...	3	10	17	24	...		
Tues.	...	2	9	16	23	30	...	7	14	21	28	...	4	11	18	25	...		
Wed.	...	3	10	17	24	...	...	1	8	15	22	29	...	5	12	19	26	...
Thur.	...	4	11	18	25	...	...	2	9	16	23	30	...	6	13	20	27	...
Fri.	...	5	12	19	26	...	...	3	10	17	24	31	...	7	14	21	28	...
Sat.	...	6	13	20	27	4	11	18	25	1	8	15	22	29	...
	JULY					AUGUST					SEPTEMBER								
Sun.	7	14	21	28	...	4	11	18	25	...	1	8	15	22	29		
Mon.	...	1	8	15	22	29	...	5	12	19	26	...	2	9	16	23	30		
Tues.	...	2	9	16	23	30	...	6	13	20	27	...	3	10	17	24	...		
Wed.	...	3	10	17	24	31	...	7	14	21	28	...	4	11	18	25	...		
Thur.	...	4	11	18	25	...	...	1	8	15	22	29	...	5	12	19	26	...
Fri.	...	5	12	19	26	...	...	2	9	16	23	30	...	6	13	20	27	...
Sat.	...	6	13	20	27	...	...	3	10	17	24	31	...	7	14	21	28	...
	OCTOBER					NOVEMBER					DECEMBER								
Sun.	6	13	20	27	...	3	10	17	24	...	1	8	15	22	29	...	
Mon.	7	14	21	28	...	4	11	18	25	...	2	9	16	23	30	...	
Tues.	...	1	8	15	22	29	...	5	12	19	26	...	3	10	17	24	31	...	
Wed.	...	2	9	16	23	30	...	6	13	20	27	...	4	11	18	25	...	...
Thur.	...	3	10	17	24	31	...	7	14	21	28	...	5	12	19	26	
Fri.	...	4	11	18	25	1	8	15	22	29	...	6	13	20	27
Sat.	...	5	12	19	26	2	9	16	23	30	...	7	14	21	28

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