

# THE VICTORIAN RAILWAYS MAGAZINE

Issued  
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JANUARY, 1926

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No. 1

SPECIAL HOLIDAY AND NEW YEAR NUMBER;

Holiday Photographic Competition; Railwaymen and Families at Play; A Young Victorian Railwayman in U.S.A.; Gippsland One-fifth of Victoria; Melbourne's Largest Dining Room

6<sup>D</sup>



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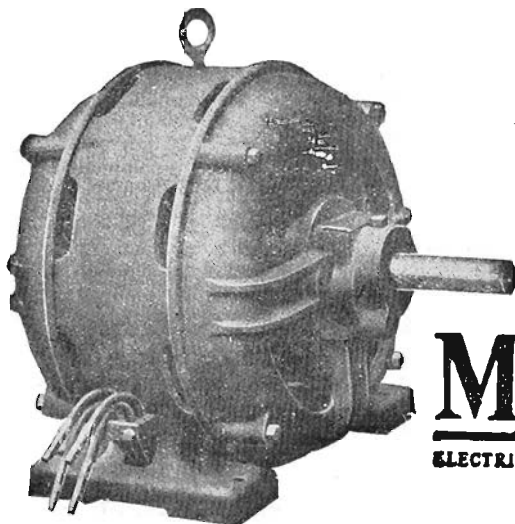
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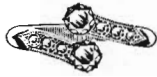
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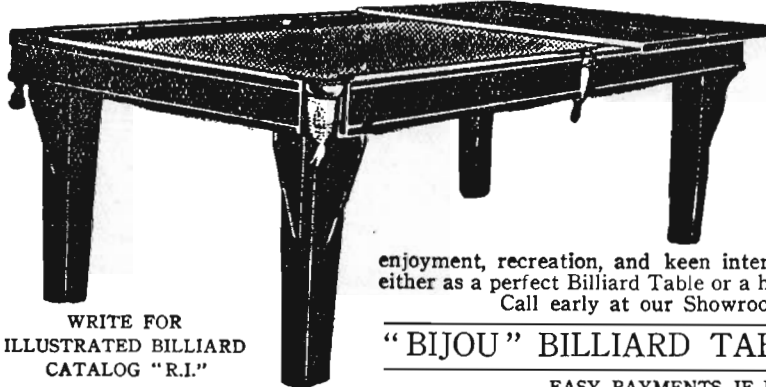
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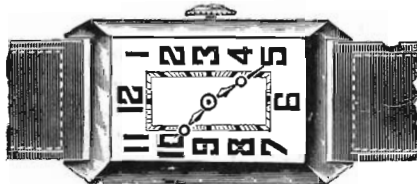
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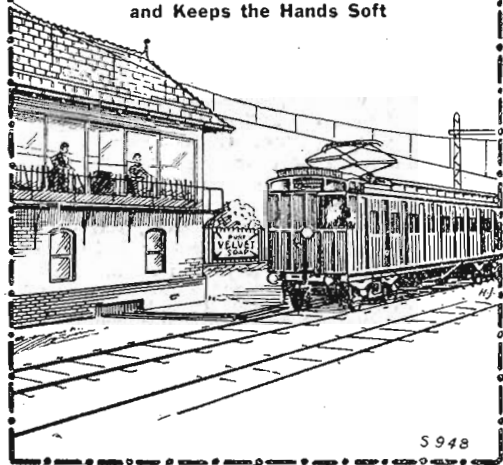
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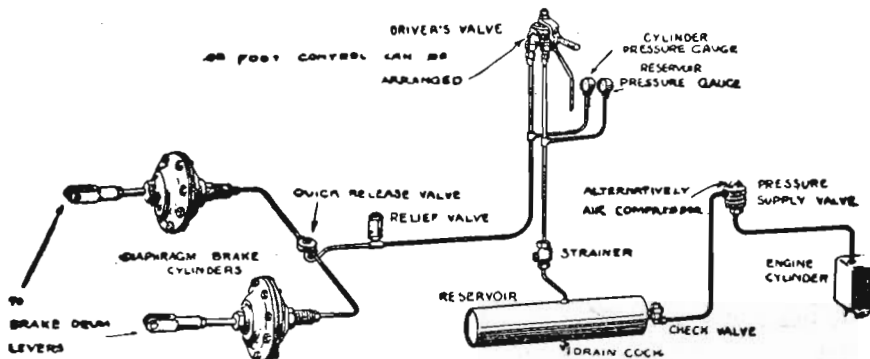


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# The Victorian Railways Magazine

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## PRINCIPAL CONTENTS FOR JANUARY

	PAGE
RAILWAY MOTOR SERVICE BETWEEN MELBOURNE AND GEELONG Why the Victorian Railways are Running a Road Service	9
BETTER FARMING TRAIN IMPRESSES NEW ZEALAND VISITOR	10
WHERE TRAINS ARE PICTURESQUE      An interesting story by Mr. NEVILLE SMITH	11
DINNER DE LUXE FOR LESS THAN NINEPENCE      Largest Dining Room in Victoria Feeding Workmen at Newport Railway Workshops	13
THINGS WE ARE TALKING ABOUT      -      -      Railway Matters of the Moment New Boiler Shop—Railway Supplies—Wheat Yield—New 20-ton Trucks	14
THE GREAT WHITE TRAIN      -      -      Innovation in New South Wales Train 1000 yards long for Advertising Australian Products	17
“COME TO U.S.A. IF YOU GET A CHANCE!”      -      By Fireman ALBERT DAVIES Young Victorian Fireman tells of his experiences in America	19
MARLO IS AN ANGLERS' PARADISE      Splendid Holiday Advice in Our Hobby Section With a Fine Page of Fishing Pictures	21
TELLING THE STORY WITH PICTURES      -      “Why My Job Is Important” Series The Work of the Railways Official Photographer Explained	23
LEARN FIRST AID—YOU MAY SAVE A LIFE      -      -      By Mr. FRED MATHER Advice from a Man whose Hobby is First Aid	25
TRAVEL TALK IS ALWAYS INTERESTING      -      Talks About Australian Resorts	26
HOLIDAY PHOTOGRAPHIC CONTEST      -      -      Read How You May Earn £1 Is.	27
DANDENONG—THRESHOLD OF ONE OF VICTORIA'S MOST FERTILE DISTRICTS	29
A GLIMPSE AT THE HOLY CITY OF THE HINDOOS      An Interesting Travel Article	30
A PAGE OF RAILWAY CHILDREN IN HOLIDAY MOOD	34-35
TECHNICAL EDUCATION ENSURES EFFICIENT WORKMEN      -      By Mr. S. C. JONES	39

Articles published in the Victorian Railways Magazine express the views of contributors, and are not to be accepted as coming from the Administration unless specifically stated.

FOR 7s. per annum in advance the “Magazine” will be forwarded to any address. It is delivered free to all members of the Victorian Railways Institute.

Articles and reports on matters of interest to employes, short stories and verse, photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor, “Victorian Railways Magazine,” Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

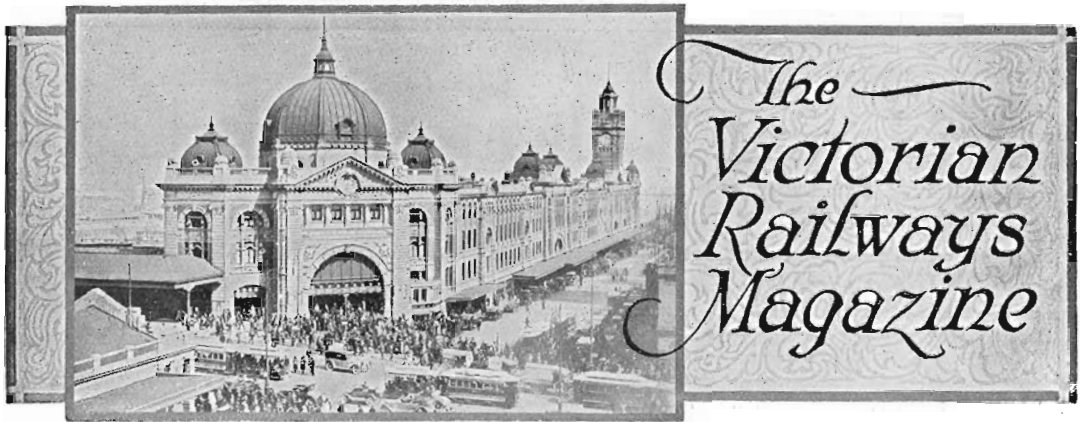
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FLINDERS STREET STATION MELBOURNE.



## TOPICS OF THE MONTH



## Watching Our Own Interests

**T**HE livelihood of railwaymen depends upon the railway carrying business. The prosperity of that business depends upon the volume of carrying we do.

There was a time when we did it all because there was no one else to do it; but now, when good roads and efficient motor vehicles have produced a form of competition which is growing every day, it is up to every railwayman to see that the Department gets the biggest possible share of the business offering.

\* \* \*

The day has gone when we could sit down and wait for business to come to us.

We must keep our eyes open for the possibilities for traffic. We must note where building projects, extensions of private business, removals of furniture and other things requiring transportation are likely to crop up, and we must get in touch with our Superintendents and take action ourselves, if necessary, to see that the business comes to our employers instead of going to our competitors.

This is no idle question. It means our own personal welfare and, to the extent indicated, our personal welfare is in our own hands.

## New Year Resolutions

**N**OW is the time when we—or some of us, at any rate—sternly look back on a year of lost opportunities, futile efforts and struggling endeavour, and resolve firmly to form such habits as will tend to get us further on the road to fortune during the next twelve months.

A few reckless optimists have declared that in some exceptional cases these good resolutions have lasted until the middle of February, although most people furtively abandon them long before January 31 is reached.

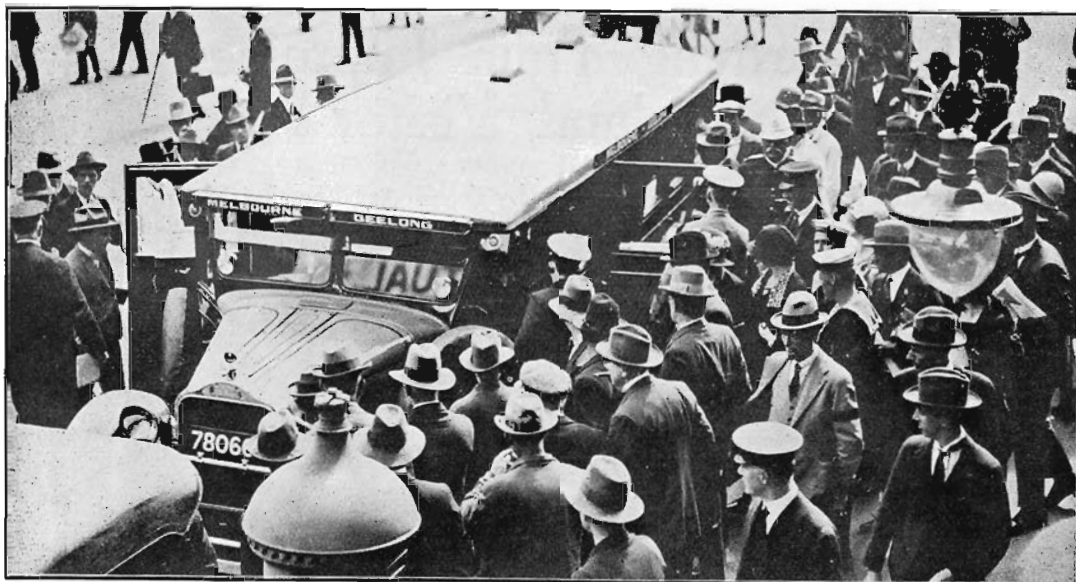
\* \* \*

Still, in all seriousness, New Year good resolutions are to be commended. We are all the better for a regular stock-taking of our progress, and a secret determination to uproot a few bad habits has never been known to do anyone any harm.

\* \* \*

The trouble is to adhere to our resolutions. A big pinch of perseverance and a good sprinkling of determination will work wonders.

There is a busy year ahead of us, and it would not be amiss if we took stock of our resolutions in earnest this time.



*Considerable interest was created by the departure of the first Railways 'Bus from the Main Entrance to Flinders Street Station, Melbourne.*

## First Railway 'Bus Service in Victoria

Though it was announced some weeks ago that the Victorian Railways Department intended to inaugurate a motor 'bus service between Fern Tree Gully and the adjoining tourist resorts, it was decided by the Commissioners to enter at once into active competition with the road motors, which had been affecting the railway traffic between Melbourne and Geelong.

**S**INCE the inception of this service on Monday, November 30, the Railways 28-passenger limousine has made two trips daily on the 40-mile run between the two cities and has received a large measure of public patronage.

Considerable criticism has been levelled at the Department because of its departure from actual railway operation. Dealing with this at the ceremony following on the official opening of the new electrified line at Lilydale, the Chairman of Commissioners (Mr. Clapp) mentioned that the Railways Department had been told to mind its own business and stay on the railways.

"I want you to understand," said Mr. Clapp, "that we are going into this business to protect the interests of the people of this State as owners of the railways and the £67,000,000 invested in those railways. We are being 'pirated' by individuals in the community who are getting off much more lightly than we are. Although we have gone into competition with privately owned 'buses, we are running against them on an equal footing. We pay the same rates and fees as they, although we are not called upon to do so under the provisions of the Act.

"We are going to run 'buses as feeders to the railways, and where people insist upon travelling by road and we are in the service on that road, we ask them to ride on the rail-

way 'buses and preserve the revenue of their own property.

"Wherever we establish a motor service we are going to continue it as long as the patronage warrants it. We are endeavouring to preserve the assets of the people of Victoria.

"We appreciate that times are changing. People now have different and new ideas about transport. We have them also, and we are trying to show you the way to preserve your asset. If you don't help us to look after your own interests, then you must stand the losses."

Mr. Clapp emphasised that he was not making this statement in an arbitrary manner. He wanted the public to understand that there was no mystery about what the Commissioners were doing concerning the conduct of this great railway industry. Some people did not realise the duplication of effort which was created when motors competed with the railways. The people owned the railways and also the roads. They had to pay for the maintenance of the roads, and they also had to make up the losses on the railways if the railways did not "break even" at the end of each financial year.

The Commissioners had gone into the road business only after a great deal of consideration, and they were out to maintain a high standard of service which, it was felt, would have the effect of bringing back to the railways a large proportion of the revenue which was being lost because of independent road services competing with the railways.

# Better Farming Train Impresses New Zealand Visitor

Keen appreciation of the work being done by the Better Farming Train is expressed by the Director of Child Welfare and Inspector-General of Mental Hospitals in New Zealand (Dr. Truby King) in the following letter which has been sent to the Director of Agriculture (Dr. Cameron) and the Chairman of the Victorian Railways Commissioners (Mr. Clapp). Dr. Truby King says—

**D**URING my recent visit to Australia nothing impressed me more favourably than the educational and economic effectiveness and future potentialities of the Victorian Better Farming Train.

I was struck by the great interest in the exhibits and demonstrations shown by the crowds of men and women—mostly young and anxious to learn—which had assembled on the train at a small wayside station.

As Professor Robertson, of Canada, said many years ago, and surely it applies equally in Australia to-day: "We have a lot of people who are mentally starved, who are thin in their interests because they have not been given the chance to identify their thoughts with the interesting things around them. All the while we must quicken and train the faculties of the rising generation so that our men will farm in a masterful, intelligent way as a man should, not in hindlike, animal way."

That appears to me to be precisely the trend of the sound, up-to-date, practical and scientific instruction which your train is carrying throughout Victoria, showing the why, wherefore and proved practical result of right as compared with wrong methods of tillage, manuring, breeding, stock raising, dairying, etc.

However, what appeals to me even more is the way in which you are drawing the women together and teaching them good housekeeping, cooking, and proper care of themselves and their children. This is bound to make country life more attractive, enjoyable and effective, to lower infantile mortality and improve the health of the whole population.

The present tendency in cities and large

towns, wherever thoroughly systematic and reliable hygienic instruction is given to the mothers, is for town children to become actually healthier and safer from disease and death than country children.

Your Better Farming Train should prove an important factor in giving the country its rightful position of vantage as the paradise for happy, healthy home life.

May I suggest your child welfare nurse give an occasional quarter of an hour address to your farmers just after they have been impressed with the supreme importance of sound knowledge, science and system in the rearing of crops and stock. Men ought to understand the equally practical, equally scientific, equally intellectual nature of the problem how to do the very best for mother and child.

I think that you will agree that when the husband is brought to realise that his wife's work in the care and rearing of the family is on all fours with the difficulties that confront him in the rearing of first class calves, he will become deeply interested, keen to co-operate and willing to take any amount of trouble to insure the best results for his wife and family.

## Farming and Railways

F. L. Chapman, editor of "Better Farming," himself a farmer and actually producing and selling products of his own land, says:—

"I think that the farming business and the railroad business are so utterly dependent upon each other, their interests are so identical, that the man who drives a wedge between them is either crazy or he is a crook."—Exchange.

---

## World's Busiest Station—This Month's Cover Picture

**T**HE picture on the front cover of the "Magazine" this month depicts the main entrance to Flinders Street Railway Station, Melbourne's main suburban railway terminal—the busiest passenger station in the world.

More than 290,000 passengers pass through the barriers at Flinders Street Station each day. There are 16 platforms, and placed end on end they would extend for approximately two miles.

During the day 2450 electric and 260 steam

trains are dealt with.

Trains from every suburb in the metropolitan area pass through this station, in addition to which the principal country trains for the Eastern and South-eastern Districts arrive at and depart from this station.

The picture shown on the front cover depicts happy holiday-makers hurrying into the station to catch trains to the many beautiful holiday resorts which are reached by train from this station.

## Where Trains Are Picturesque

Train travelling in the Balkans is both picturesque and interesting. Mr. Neville Smith, a young Melbourne journalist, who has always taken a keen interest in railway matters in Victoria, is now touring abroad and has specially written for the "Victorian Railways Magazine" the following article descriptive of his railroad travels in many countries.

IMAGINE a modern, well-equipped corridor express crawling through a low chain of rocky hills. The passengers speak an assortment of upwards of a dozen languages, the commonest being German.

Guards and conductors are in semi-military uniform, while there is no lack of frearars.

A storm of tropical rain thrashes outside, but above the swish of water and the clatter of the ties are to be heard strains of alleged music. Beggars are rendering local popular songs on half-a-dozen strange instruments in the corridors, and are reaping a pecuniary reward in dinars, leva and other quaint currencies.

Such is railway travelling in the Balkans—a mixture of modernity and mediævalism.

Great, newly-developed countries like Australia and America may owe a heavy debt to their railway systems, but the administration of these is simplified by their very size. At least there is only one people and one language.

Here, in Europe, where there are so many frontiers to cross, the railways gain in colour and romance what they lose in speed and efficiency.

Take, for instance, the longest single run—that of the Orient Express from Calais to Constantinople, with its nine frontiers, seven different train crews and innumerable varieties of languages. In one country alone, namely Jugo-Slavia, there are eight tongues, and one hears them all on the train from time to time.

In the more advanced countries the services do not vary greatly. Germany's huge locomotives may never whistle; France's more emotional ones may render a continuous fantasia; Austria's coal may shower in at all windows; Southern Italy's passengers may supply enough filth and grime themselves to render the coal superfluous; a "grand express"



*A typical Turkish wayside station—dozens of flags and uniforms.*

may be as speedy and comfortable in one country as in another, and a "local" as slow and irritating. But in the essentials travelling is much the same.

For wealthy people a very complete system of sleeping and restaurant cars covers practically the whole continent—Pullman's in England, the Mitropa Gesellschaft in Germany, Scandinavia and Poland, and the Compagnie Internationale des Wagons-Lits for the rest.

Cheaper travel varies according to the amount of discomfort the passengers will stand.

Nobody travels first in Germany or Austria, and very few second; while in France people dislike third because the different companies apparently vie with one another in finding particularly hard wood for the seats, and in delaying third-class trains.

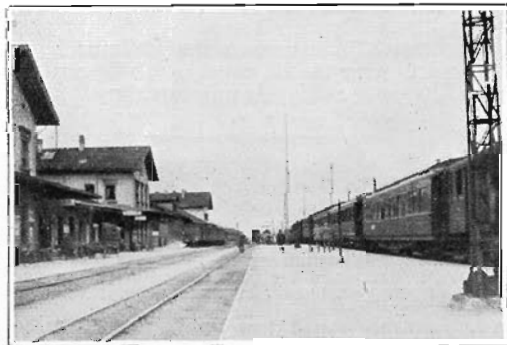
The supremacy of the steam locomotive is being attacked in Switzerland, the Tyrol and Northern Italy.

I crossed all the way from Genoa to Modane, on the French frontier, a little while ago—a fast, clean and comfortable journey lasting from 10.30 in the morning until six in the evening.

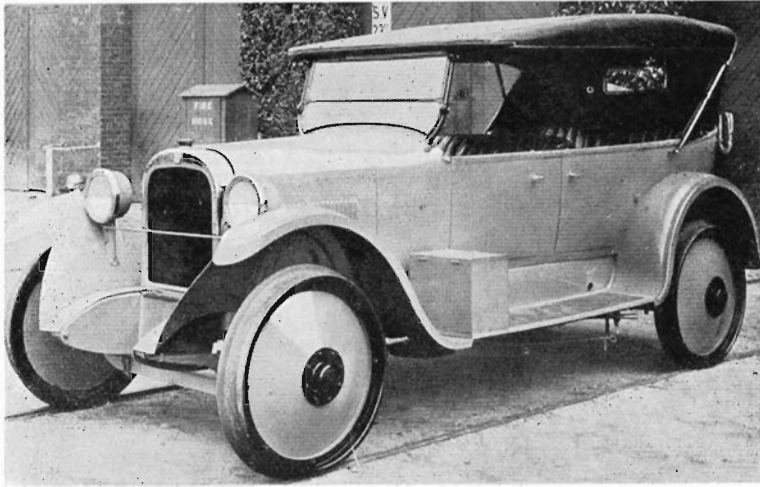
But it will be noticed that these countries all have plentiful water power and practically no coal supplies.

In Germany, however, they are experimenting with Diesel-electric oil burners, and this is a possible revolution.

It is in less mechanicalised countries that railway travelling becomes an adventure and a joy, sometimes. Hungary carries one from the Austrian frontier to Jugo-Slavia on rolling stock that was probably appropriated from her



*Bucks—the frontier station between Switzerland and Austria.*



~ ~ ~

75

*This is one of the Dodge motor cars which has been converted for use on the rails at the Newport Railway Workshops, Victoria. These cars are to be used by district officers to facilitate their inspectional and administrative duties.*

~ ~ ~

old Ally, Austria, after the war. It is almost certain that the engine was.

At Belgrade one is introduced to the typical Balkan station—a huge grey affair, infinitely grubby and slovenly, with its notices in debased Russian and shaky French, and a crowd like a secondhand chorus from a comic opera.

Its twin brother is in Sofia, and several other stations along the main Balkan line bear a strong family resemblance. Apparently they were all built by the same contractors, whose imaginations were limited.

After leaving the Hungarian frontier, the last outpost of Western civilisation, one soon gets used to seeing soldiers on the trains. They can't do anything in the Balkans without uniforms—even schoolboys wear them—so what does a soldier or two extra matter? They cost practically nothing. It is difficult to tell them from the ordinary train officials, who are just as frowsy and unclean.

But they are surprisingly fussy in some things. Passports, for instance, and punching tickets. On one journey in Serbia my ticket was chopped about so much that it was difficult to stop it from falling to pieces before I finally gave it up.

One country is very suspicious of another. Unless one books right through from the West to the East, it is very difficult to buy through tickets in the actual Balkans.

When I wanted to go from Belgrade to Sofia the officials refused point-blank to sell me a through ticket. They would not take the responsibility of paying over to Bulgaria her share of the fare later. Therefore I had to buy one ticket from Belgrade to Caribrod, on the Jugo-Slavian frontier, another at Caribrod for the ten kilos or so of neutral territory to the first Bulgarian post, and a third from there to Sofia.

Seeing that the frontier officials could speak only their local patois, I found it a nervous strain, particularly as there was a chance of missing the train and being hung up there.

Determined not to repeat the experience

on the next stage, from Sofia to Constantinople (during which the line passes through a bit of Greece), I enlisted the help of a Bulgar on the Sofia station; but even he had to get into the ticket office by a back entrance and threaten the clerk with (it sounded to me) personal violence before the ticket was forthcoming.

Every time a frontier is crossed, the new country supplies its own locomotive and train crew. The incoming crew goes along the train and takes an exacting inventory of the rolling stock, noting even paint scratches and worn upholstery in the carriages.

This is handed over to the next crew when the next frontier is crossed, to prove that the damage was not done during the tenure of office of the reigning crew, whose country is thus safeguarding itself against any bills for damages.

Serbs, Bulgars, Turks, Greeks, and the many other Balkan peoples seem to like their railways. It is nothing unusual to see a whole family curl up on a few sacks and go to sleep all night on a station platform. In Turkey, indeed, one is slightly dazed by the way in which the passengers make themselves at home on the train. Meals are prepared and eaten, babies are bathed (as much as Turkish babies are ever bathed), and in the sanctity of the compartments reserved for women it is just like a Turkish home.

After travelling through the Balkans I am prepared to give the lie to anyone who asserts that railway travelling is uninteresting.

## Potato Loading Record

A fine achievement was obtained in the handling of potatoes from the Bungaree district recently.

Senders were unanimous in their praise of the Railway Department's methods, as reflected in the supply of empty trucks and their prompt removal when loaded.

One consignor stated that for the whole season he had not been short of a single truck, and this was done through the busy periods of September and October, when the Department was hard pressed to meet the daily orders for empty trucks.

# Dinner De Luxe For Less Than Ninepence

If a good dinner makes workmen contented, and if contented workmen are more efficient than discontented ones, then it's no wonder that the railway employes at the Newport Workshops are noted for the quality of the work they turn out.

**S**LOWLY and deliberately the big minute-hand of the tower clock at the Newport Workshops draws nearer and nearer to its smaller companion. A last spasmodic quiver and the two hands converge and point perpendicularly to the figure 12.

Somewhere away in that huge labyrinth of worksheds, forges and furnace rooms, echoing with the pounding of hammers and the smashing blows of metal against metal, a nasal syren blares harshly and peremptorily.

An overalled, barearmed workman emerges from the nearest shed and hastens towards the big building set at the rear of the neat lawns and attractive flower-beds opposite the clock tower.

On his heels flock scores and scores of men, chatting, laughing, frowning, smoking, arguing, whistling, gesticulating.

Every shed has its quota. From the saw-mills, the paint shops, the upholsterers' section, the furnaces and the forges, they come in twos and threes, some running, some walking briskly, some sauntering, a fortunate few riding up in lofty state on bicycles.

At 12.5 p.m. every one of the 800 men who daily patronise the departmental dining room at Newport is in his allotted place at one of the 100 long tables in the big building, his soup, hot and inviting, ready for him.

At 12.20 p.m. the three-course meal is over; all but a few stragglers have left the room and the waitresses are clearing the tables.

## Order To-morrow's Dinner To-day

This speedy and efficient service is primarily due to the carefully planned-out scheme of organisation which is in force. Each table is numbered and accommodates 12 men, and each man has his seat at the table. One waitress attends to five tables.

To-morrow's menu is presented to the men to-day and orders are booked, the menu then going to the manager for preparation of the meat order and issue of supplies for the next day's meal.

The dinners are dished at about 11 a.m. and then placed in the hot steam presses so that the workmen receive them as warm as when they left the oven. The soup is placed on the table at 12 o'clock, covered with a saucer, and there is thus not the slightest delay when the hungry workmen invade the dining room. Pudding is served while the men are disposing of their meat and vegetables.

The service is faultless, the food perfectly cooked and served in attractive form, the table linen snowy white and changed at least twice a week, and the cutlery brightly polished.

No two days' menu is the same, and boiled

and fried fish is served in addition on Fridays.

The staff are charged the modest sum of eight and two-fifths pence per meal, or 3/6 per week of five meals. A whole ninepence is exacted from casual diners.

As the actual cost of each meal (stores consumed, equipment broken and lost) is about 4½d. and the wages cost of the staff employed is equal to 4d. a meal served, it is evident that the Department is not totting up a huge pile of profits out of the dining room receipts.

The aim of the Commissioners is to make the rooms pay their way—no more, no less. Any profits are applied to the betterment of the dining service at the Shops.

A committee of four men, representing the employes, exercises a general supervision, sees that the standard of the meals is maintained and that the men observe proper decorum, and peruses the monthly balance sheet.

## Food for an Army

The amount of food consumed at the rooms daily runs to staggering totals. Twelve dozen cabbages, three bags of potatoes, 360 lb. of meat, two bags of swede turnips, 1½ bags of onions, 18 loaves of bread, 13 gallons of milk, 100 gallons of tea and 80 gallons of soup are all disposed of at one meal; and the manager of the rooms (Mr. Easton) buys his sugar by the ton and his eggs in hundred dozens.

The kitchen equipment is all modern and right up-to-date. There is an uncanny, semi-human washing machine, which enables one waitress to wash daily 2000 odd plates in an amazingly short time, and a potato-peeling machine which automatically peels and washes three bags of potatoes inside 35 minutes.

The capital cost of the dining room building and fixed equipment is £11,832. The portable equipment is £2703. Interest is not paid on the capital cost of the buildings, but the fixed equipment is depreciated at the rate of 10 per cent. per annum.

## Proper Food Makes Efficient Workmen

It is the generally accepted policy of all large corporations that the capital expended in an institution of this sort is a sound investment, and that the return in greater efficiency and contentment of the men far outweighs the interest on the capital invested.

That a warm, appetising meal at midday has a direct bearing on health, efficiency and dividends cannot be denied, and employes who eat cold, unsatisfying and poorly balanced rations at a dirty work bench are decidedly not as profitable as they might be made.

However willing the worker, he simply cannot put energy, intelligence and interest in his task without proper food any more than a boiler can generate steam without fuel.

# Things We Are Talking About

New Boiler Shop—Railway Supplies—Wheat Yield—Electrical Staff Team Work—New 20-Ton Trucks

## New 20-Ton Trucks

**M**ATERIAL is in stock at Newport for the construction of about 350 16-ton "I" trucks, and it has been directed by the Commissioners that all future rolling stock shall be designed and constructed so as to be very easily adjusted for the installation of automatic couplers.

In re-designing the "I" truck to use up existing sets of material, arrangements have been made to increase the capacity of this class of truck to 20 tons, after which, in all probability, all future construction will be of a still heavier form.

The tare weight will be a little more than nine tons.

## Wheat Yield—27,000,000 Bushels

**A**CCORDING to the Premier of Victoria (Mr. Allan), the estimated Victorian wheat yield for this season is 27,000,000 bushels.

Local requirements for seed and feed Mr. Allan estimates at 3,000,000 bushels, and for millers 9,000,000 bushels.

This would leave 15,000,000 bushels available for export.

The Ministry is watching the position closely and, if necessary, intends to take steps to see that requirements for home consumption and seed are adequately provided.

## Surely a Record?

**W**RITING from Glenhuntly, Mr. F. A. Uhlhorn, daily paid clerk, sends the interesting news that there is in use at that station a lost property book, which has been in active service for more than 40 years.

The first entry was made in December, 1885, and as the book is not yet half-full it should serve for another 40 years. It is still in good order and condition, and little the worse for its long and useful railway career.

How many other stations can boast possession of a book going back so far into the dim and misty past?

## New Luggage Delivery System

**R**AILWAYMEN, especially those in the metropolitan area, should take every opportunity to bring under the notice of railway users the system recently adopted for the collection and delivery of passengers' luggage from and to addresses in Melbourne and suburbs and in other States.

This is a convenience specially introduced for the convenience of the travelling public, and, like all innovations, the public has not been quick to recognise the benefits to be derived.

Full details are available at all stations, both in poster and pamphlet, and the scheme was also explained in the last issue of the "Magazine."

## Locomotive Construction Programme

**T**HREE of the "N" or Mikado type locomotives have now been constructed at Newport Railway Workshops out of a total of ten of the first batch of these locomotives to be constructed there. Another batch of ten will be constructed later.

It is also intended to build five more "C" class locomotives during the next few months. The first of these locomotives came into use in 1917, and was exhaustively tested before others were constructed several years later. The "C" class is the most powerful locomotive in use on the Victorian Railways and has proved its usefulness in many ways, especially in connection with the hauling of heavy loads from the wheat areas to the seaboard during the wheat-loading season.

## New Railway Boiler Shop

**P**ROVISION has been made in the current financial year for the construction of a new boiler and tube shop at Newport Workshops.

The disabilities under which this branch at present labours are such that all the heaviest work, including repairs to A2 and C class boilers, has to be carried out in the open owing to the limited dimensions of the present boiler shop and the restricted lifting capacity of the cranes.

The new shop will be of sufficient capacity to accommodate all boiler and tender construction and the boiler repair work of the Department for the next twenty years at least, and owing to the location of the tube shop alongside considerable handling of heavy material will be avoided.

Tenders have been invited for the material for the buildings which, it is estimated, will be completed by February, 1927. The cost of the buildings is approximately £200,000.

## Which Is the Bigger Feat?

**I**N the November issue of the "Magazine" it was stated, not without a tinge of pride, that the 25 girls at the Bendigo Railway Refreshment Rooms had served 250 diners in the one day.

But Mr. E. A. Sarkies, manager of the Railway Refreshment Rooms at Wodonga, while giving all credit to the Bendigo girls for their fine feat, claims that his 11 girls have gone one better. In March last, on the 10th of the month to be exact, they served 280 meals in the one day.

Now, which is the greater feat—to serve 250 meals with 25 girls or 280 meals with 11 girls? The "Magazine" staff hesitate to act as referees, seeing that the competitors belong to the fair sex.





As Christmas draws near, railway apprentices become anxious concerning their prospects at the annual examinations. This picture shows a section of the lad students at the Victorian Railways Technical School, Newport, preparing some of their examination papers.

### Electrical Men Again Show What Team Work Can Do

RECENTLY a rotary converter at Jolimont Substation broke down, and one of the other converters being out for overhaul at the time, left only two machines available for operation, and it was desirable to have two machines for the peak load.

The maintenance staff of the distribution engineer and some of the staff of the electrical superintendent pushed the work on the machine to such good advantage that at 4.45 that evening this machine was put on the bus ready for the peak.

It was an excellent piece of work, and shows what goodwill and co-operation will do.

Credit is due to all members of the staff who so willingly worked together in this emergency, and the Commissioners express their appreciation to the staff for the interest shown on this occasion.

### Victorian Railway Supplies

THE value of the total supplies ordered by lengths for the year which ended on June the year ended June 30, 1924, was £3,289,587. The value of the supplies ordered from abroad was £493,207, or less than 15 per cent. of the value of all the supplies bought.

Of this sum £313,212 was spent abroad on goods for which public tenders were invited but not offered by Australian manufacturers. On other purchases under £5 in value, which have not been analysed, £9984 were spent.

These figures reduced the amount spent on purchases abroad to £170,011 or 5 per cent. of the total expenditure. Of this sum, £32,088 was spent because suitable Australian articles were not offered, £52,776 because Australian articles were not manufactured or procurable, and £45,781 because seasoned Australian timber was not procurable.

The remaining £39,369 was spent abroad on articles in respect of which Australian prices were too high, articles ordered for special or urgent requirements, liquor and tobacco for refreshment rooms, articles for trial purposes, purchases where the order was divided between local and overseas manufacturers, and purchases considered to be most advantageous to the Department.

### Fine Example of Public Co-operation

MENTION was made in the last issue of the "Magazine" of the splendid co-operation of the people in the Sheep Hills district when, after the stationmaster's residence had been destroyed by fire, residents of the district placed a furnished house at the disposal of the stationmaster (Mr. G. Bayley) free of charge.

It has since been learned that many other gifts, such as clothing, were handed over to Mrs. Bayley by the hospitable district people.

A week after the fire a kitchen tea was held by the residents, with the result that a handsome range of kitchen furniture and utensils was collected and handed over to Mr. and Mrs. Bayley to make good their loss.

### Photographs Should Reflect Efficiency

MANY Victorian railwaymen may not know that the "Magazine" goes to all parts of the world. It is essential, therefore, that care be taken in preparing photographs depicting railwaymen or railway work in this State.

It is requested that contributors when submitting photographs for publication, ensure that things are presented in such a way as to indicate that high standard of efficiency which is our constant objective.

For instance, a neat appearance is always important. Neatness and cleanliness are the badges of smartness, and these qualities should be given special attention when men are posed for photographic purposes.

### Ganger's Competition

PRIZES for the best-kept railway ganger's lengths for the year which ended on June 30 have been awarded as follow:—

Broken Stone Ballast.—North-Eastern District: No. 13, Broadford, Ganger A. S. Dunkley. Eastern and South-Eastern District: No. 1, Mornington. A. M. Galvin. Western District: No. 17, Pomborneit, W. Bosse. North-Western District: No. 33, Miram, L. J. Eldridge. Northern District: No. 3, St. Albans, W. Woods.

Gravel Ballast.—North-Eastern District: No. 5, Koetong, A. F. Morgan. Eastern and South-Eastern: No. 35, Tostaree, G. V. Wiltshire. Western: No. 12, Heywood, S. Pevitt. North-Western: No. 7, Murrayville, J. Edmunds. Northern: No. 8, Ultima, J. P. King.

## Further Extension of Electrification

Melbourne's electrified railway system is gradually extending. Following so closely upon the extension from Ringwood to Fern Tree Gully, the service was further extended from Croydon to Lilydale on Monday, November 30.

THE official opening was attended by the Chairman of the Commissioners, Mr. Clapp, and his colleague (Mr. Shannon), and after the wife of the Shire President (Mrs. W. J. Watson) had cut the ribbon the Commissioners and departmental officers were entertained at afternoon tea by the Lilydale Council.

In responding to the toast of the Railways Commissioners, proposed by Cr. Watson, Mr. Clapp pointed out that it was just a year last September that the proposal to electrify this line had been approved by the Railways Standing Committee. The Department said then that they would have the line opened for traffic on a certain date, and he was pleased to be able to say that the work had been completed one day ahead of the time limit.

When the Department made promises they took a pride in keeping them. It was certainly a great day for Lilydale. It meant three-

quarters of the people of the district were part owners.

The general question of road versus motor service was then dealt with by Mr. Clapp, as reported on another page.

Replying later, Mr. Cathcart, President of the Lilydale Progress Association, explained that it was intended to run a 'bus for two months to Croydon at the middle of the day, when no electric trains were running. If the service received adequate support, it was thought that it would strengthen the case for a midday train service, which the Department at present declared was not a payable proposition.

Mr. Clapp said that he appreciated the explanation, and if that was the intention, he had no criticism to make on the 'bus proposal.

"The Department is anxious to give Lilydale the best possible service in accordance with the traffic offering," Mr. Clapp explained. "Under the electrified schedule the service has been increased by 33 per cent. on week days and 25 per cent. on Saturdays. The maintenance of this schedule or its increase depends entirely upon the patronage. The Department has to work on the cold, hard facts of returns. When the patronage increases the railway service will be improved accordingly."

Mr. Clapp added that the Commissioners were not contemplating the extension of electrification to Healesville, but they were working out ways in which they could improve the Healesville and Warburton services.

The electric trains were now running from Melbourne to Lilydale in 58 minutes, as compared with 82 minutes occupied by the steam trains.

Travellers to and from stations beyond Lilydale, on the Healesville and Warburton lines, will also obtain the benefit of the faster running between Melbourne and Lilydale under electric motor coaches between Melbourne and Lilydale, excepting on Sundays, when the through services will be operated by steam locomotives.

A proposal to electrify the line from Eltham to Hurstbridge is being considered by the Railways Standing Committee and on December 2 the Chairman of Commissioners (Mr. Clapp) gave evidence before the Committee.

He said the Commissioners were satisfied that the savings to be made would more than compensate for the interest on the capital to be expended on the electrification of the line and the additional maintenance. The proposition was commercially sound.

Apart from the savings to be effected in operating cost, considerable saving would be made in the travelling (*Continued on page 64*)



*Motorman Catlin, who drove the first electric train to Lilydale, compares time with Guard Shimmer. Jim Healey, inside the van, is an interested witness of the ceremony.*

quarters of an hour a day saved in the lives of those residents of Lilydale who used the line regularly. It brought them 8½ miles nearer Melbourne than under the old steam schedule. This would be a great advantage to the district: it meant greater prosperity and everyone would benefit.

Mr. Clapp mentioned having read a few days previously where the Lilydale Progress Association was calling tenders for a motor 'bus service between Lilydale and Croydon. This was foolish: it meant duplication of effort and would affect the patronage on the railways, of

# The Great White Train

Victoria has its "Reso" train and its "Better Farming Train," but now while the yellow length of the "Better Farming Train" is threading its way through our farming districts, away up in New South Wales past Newcastle the "Great White Train" is sprawling its thousand feet of whiteness in the railway yards of many of the larger towns.

IN every country there exists a line separating the people into two groups, one favouring entire freedom of commerce with other countries, both in regard to import and export trade, and the other insisting upon the desirability of their country being as self-supporting as possible so far as secondary industry might be concerned.

Those who compose the latter party examine our import figures and find that we import millions of pounds' worth of tobacco and tobacco preparations, of agricultural products, and of certain textiles and felts, although we grow tobacco, agricultural products, wool and fur.

They also note the singular fact that, while we produce first-class steel here, we do not find Australian-made table knives, and that, notwithstanding the possession of material capable of being used for the manufacture of earthenware, glass and so forth, most of our crockery and all of our glass is imported.

The country possesses 80,000,000 sheep and 14,000,000 cattle, but we import millions of pounds' worth of leather and leather goods.

In Victoria the "Made in Australia" Council champions the interests of the home producer. In New South Wales 18 months ago the "Australian-Made Preference League" was brought into existence for the same purpose. Some months afterwards that league hit upon the idea of running throughout New South Wales a great train filled with exhibits of Australian manufactures.

## Three Months to Sell the Space.

It was not easy to get the project started. It took three months to sell the space, but thanks to a Government grant of £5000 and to revenue yielded by sales of space at rates ranging from £99 for one-sixth of a truck to £520 for a whole truck, the "Great White Train" is an accomplished fact, and on every day during its six months' tour, which commenced at Gosford on November 12, it will be teaching to thousands of Australians the lesson of supporting Australia's secondary industries.

The train consists of the exhibit trucks, which are all painted white, and of an ordinary diner and three sleeping cars for the staff. The exhibit cars are of the type called in New South Wales "CL" vans, 40ft. 3in. long or 43ft. 9in. over buffers, and 8ft. wide, carried on two 4-wheel bogies, and have a tare weight of 18 tons 16 cwt., with a carrying capacity of 40 tons.

These are trucks which were adapted for bulk wheat traffic. They were originally ordinary box cars with three louvred doors on each

side and were used for all classes of general traffic.

There are 15 of these trucks and a van of similar proportions. One end of the van is retained as a guard's brake compartment; the central portion is luxuriously fitted as an office for the manager of the train, while the remaining portion is fitted as a bedroom for the train manager.

The next truck contains the electric power plant to supply the ordinary train lighting, illuminated signs, fans, searchlight, wireless transmitter and so forth. This plant consists of two 4-cylinder 60-h.p. internal combustion engines with two belt-driven generators of 21 and 23 kw. capacity respectively. The remaining trucks are devoted to exhibits, which are arranged in 5ft. of space from one wall of the car, the remaining 3ft. being railed off as a passage way which, leading through a doorway pierced towards one side of each end of each truck, is continuous throughout the train. The gap between each vehicle is bridged by a movable gang board, protection against falling and weather being secured by side chains, canvas screens and canopies.

## Wireless Transmitter on the Train

There is a fine wireless transmitter on the train, and the car in which it is housed bears on its roof a 70ft. tubular steel mast. With this transmitter talks on the mission of the train are made nightly.

The train is also equipped with a bioscope machine, which is used for projecting pictures depicting stages in the processes of certain manufactures.

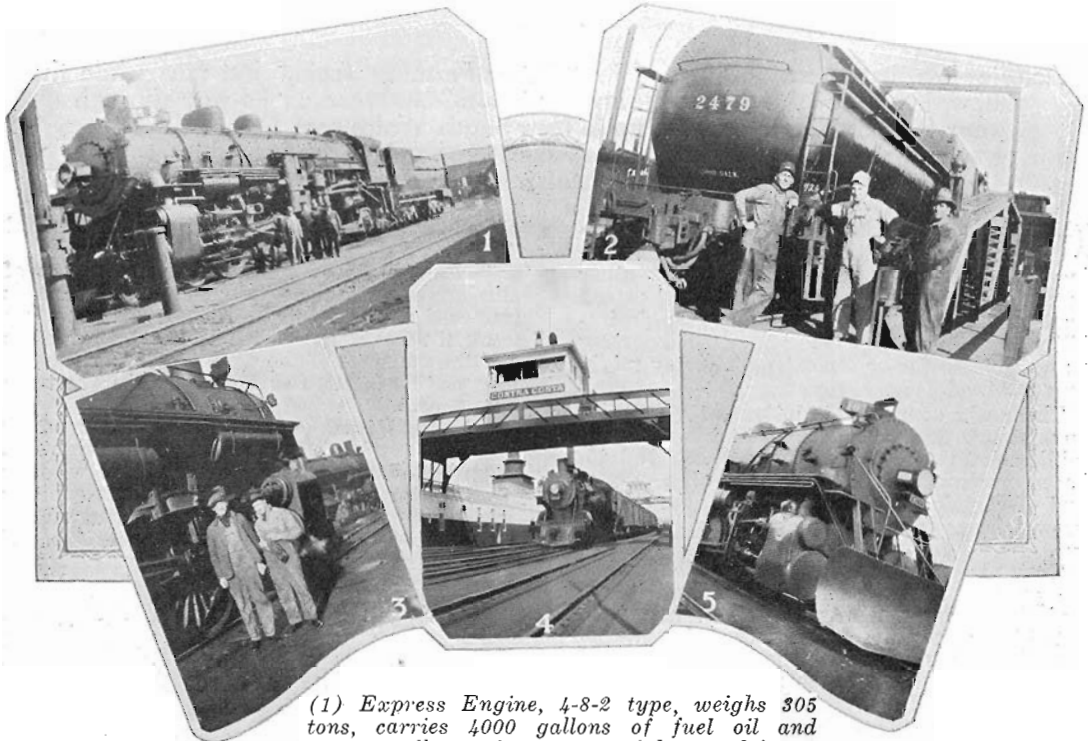
There is a wide diversity in the nature of the various exhibits. No less than 36 products are represented, from machinery to milk chocolate, and from furniture to preserved fruits. The Broken Hill Proprietary's exhibit include a magnificent working model of the most recent New South Wales locomotives. It was made by railway apprentices.

The programme of the train at each point is prepared by preliminary visits of organisers, the first of whom calls upon the leading men of the town about five weeks before the visit of the train, the second following about ten days before the train is due. The morning of the train's arrival is devoted to a civic reception.

Each succeeding morning is utilised by the business representatives in charge of the various exhibits for selling purposes.

The train is freely described by its organisers and managers as "a commercial traveller's sample case de luxe"—a very truthful description, because it certainly possesses in

## Victorian Railwayman's Interesting U.S.A. Snapshots



(1) Express Engine, 4-8-2 type, weighs 305 tons, carries 4000 gallons of fuel oil and 12,000 gallons of water; weight on drivers, 240,000 lbs. Equipped with booster; runs from

San Francisco to Los Angeles, 471 miles. (2) Tender of Express Engine being turned on 118-ton turntable ready for the run to Los Angeles. (3) Engineman C. Bischoff, on the left, and Albert Davies, Victorian fireman in U.S.A., for experience, ready for the run from

San Francisco to Watsonville. (4) Atlantic Express on the ferry boat crossing the Courtney Straits. Ferry holds two engines and 14 carriages. (5) Engine equipped with snow plough for crossing the Sierra Nevada Mountains.

a very strong degree the selling features employed by commercial travellers.

One representative declared that in a single morning he had booked £173 worth of orders, a very considerable figure, because he was handling only lines of small goods.

Afternoons and evenings are devoted to inspections by the public. Adults are charged 6d. a head; children are admitted free in the afternoons, but are charged 3d. a head in the evenings. Tickets are sold in the ticket box just outside the entrance to the train, and everyone passes through a turnstile. The attendances run into huge figures, the total from November 12, when the train started, to November 24 having been 38,000.

On the day when the train arrives an "Australian-Made" Shopping Week is started. At the same time posters are exhibited all about the town, stickers are placed in shop windows, slogans are exhibited everywhere, and a prize of about £10/10/- awarded to the shopkeeper who has the best dressed window.

In the afternoons a paid lecturer, who accompanies the train, gives addresses to school chil-

dren. He is the gentleman who gives the wireless talks at night.

The train has set out to do a great national service. It is a very spectacular effort, and when it has reached the end of its trip it will have completed a very big task; but it seems clear that that task is just one portion of a very big work which must be carefully organised and continuously maintained if its educative effects are to be fully felt and realised.



Mr. W. F. Payne, Relieving Operating Porter at Queenscliff, claims that he has found the smallest railway station in Victoria. He discovered Buchanan, on the Beech Forest line.

*Fireman Albert Davies, one of the Victorian Railwaymen obtaining experience in America, is having a wonderful time. He says —*

## “Come to U.S.A. If You Get a Chance!”

Fireman Davies says that he cannot speak too highly of the openhearted way in which the Southern Pacific Company has treated him while in their employ. His letter from his temporary home in San Francisco is chock full of interesting matter. See also the photographs opposite.

**H**AVING been granted two years' extended leave to visit America to study railroading, I was placed in employment, through the courtesy of Mr. Clapp, with the Southern Pacific Co., of California.

I am firing on the Coast Division, which extends from San Francisco to Santa Barbara, a distance of 370 miles.

They have twelve express trains running daily between San Francisco and Los Angeles, the company's crack trains being the "Lark" and "Padre," doing 471 miles in 12 hours.

There are also 68 passenger trains run daily to bring the commuters from San Jose and the intervening stations to San Francisco.

These trains are scheduled to run from San Francisco to San Jose, with one stop at Palo Alto for passengers, in 1 hour 5 minutes, the distance being 46 miles. Other trains, with four to twelve stops, take from 1 hour 15 minutes to 1 hour 30 minutes.

The freight trains are run as fast "through" freight to Watsonville Junction, 100 miles, with one stop at San Jose for water.

The tonnage ranges from 2200 tons for an engine with 126,000 lb. on the driving wheels to 2750 tons for an engine with 196,000 lb. on the drivers.

These trains average between 21 to 28 miles per hour between San Francisco and Watsonville Junction.

Local freight trains are also run to work the intervening stations.

Each train has a conductor and three assistants, and if the train has more than 40 cars

an extra brakeman is required.

The cars are all standard 50-ton cars, with a capacity of 3350 cubic feet. The dimensions of the cars average 41 feet long by 8 feet 6 inches wide and 13 feet high from the eaves.

Eight hours, or any part thereof, constitutes a day's work, or 100 miles; after eight hours time and a half is paid up till 16 hours. The law prescribes no employe shall work more than 16 hours.

The rate of pay for firemen is as follows:— For engines with 118,000 lb. on drivers to 186,000 lb. on drivers, 5 dollars 80 cents a day; for engines equipped with booster and feed water pump, and 240,000 lb. or 488,000 lb. on the drivers, the rate is 6 dollars 60 cents and 7 dollars 20 cents a day.

The Mountain type locomotives have three cylinders, each 25 inches in diameter, a boiler pressure of 225 lb., are 102 feet long, and weigh 696,000 lb., including the tender.

With a maximum cut-off of 70 per cent. they develop a tractive force of 84,200 lb., which is increased to 96,530 lb. with trailing booster.

The Mallet type, 4-16-2, is used for hauling freight over the Sierra Nevada Mountains, the summit being 7200 feet above sea level.

In conclusion, I would like to say that it is up to all who can to take advantage of the opportunity the Commissioners are offering to come to America to gain experience in railroading.

I cannot speak too highly of the openhearted way the Southern Pacific have treated me as one of the employes of the Victorian Railways.

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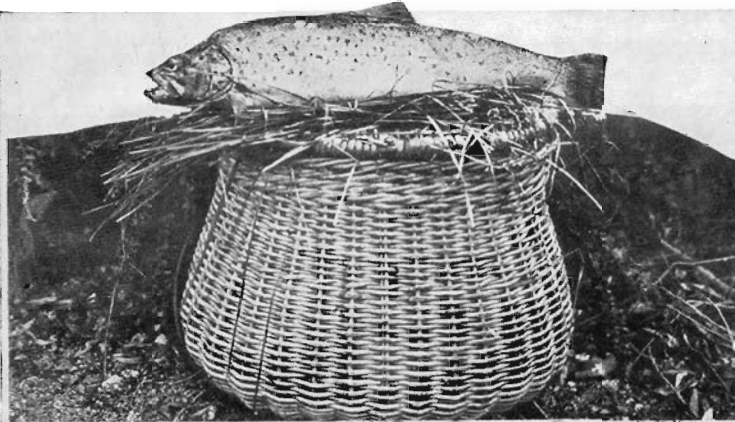
### Motorists Must Pay for Damage to Trains

Motorists who run into Southern Pacific trains are now called upon to pay for any damage to railroad property resulting from such encounters. Where appeal has been made to the courts, the railroad company's claim usually has been allowed. Here, from the San Francisco "Examiner," of Feb. 17, 1925, is the latest:—

"Hugh Jamieson, of San Mateo, must pay the Southern Pacific Company 67.72 dollars for smashing up a steam locomotive with his automobile. Justice of the Peace Walter Bird gave the railroad company a judgment against the motorist yesterday."

### 1000 Tons to Test New Railway Bridge

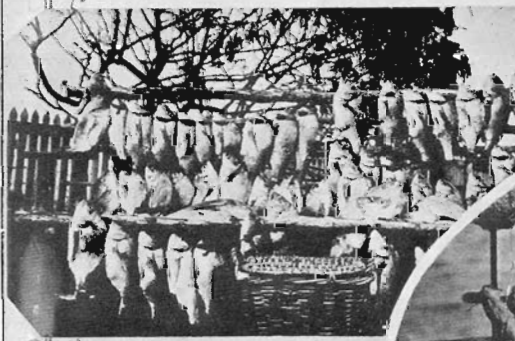
Eight of the London and North-Western Railway's largest locomotives were used recently to test the new Nene Valley Viaduct at Peterborough, on the track of the Flying Scotsman. The main span is 220ft. long, and two Pacific engines, each weighing 148 tons 15 cwt., and six Atlantic locomotives, each weighing 112 tons 14 cwt., were used for the tests. The eight engines, coupled four together on each line, passed over the bridge at eight miles an hour. They returned at 40 miles an hour. The new bridge was found to be satisfactory in every way. The total weight of the engines used was nearly 1000 tons.



The Pick of the Basket - Delatite River - MANSFIELD

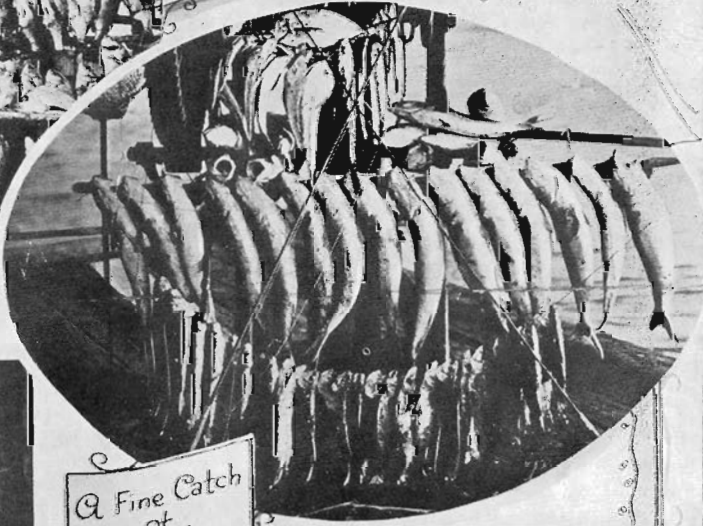


5 lbs Rainbow Trout Mornington Reservoir

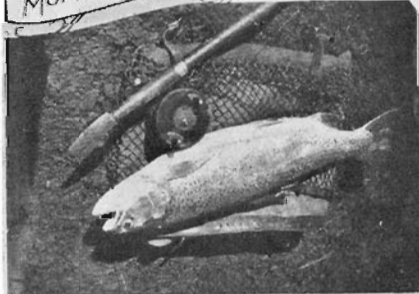


6 1/2 lbs Rainbow Trout Mornington Reservoir

Trout Snowy River



A Fine Catch at Marlo



Caught at Launching Place, 1 1/2 - 4 lbs.

Victoria offers fine sport for the Angler

*Our Hobby Section:*

## Marlo Is An Anglers' Paradise

It is well for every man to have a hobby and this applies particularly to Railwaymen, whose work is strenuous for mind and body. Fishing is an ideal hobby and Victoria has some splendid resorts which give ample scope for enthusiastic fishermen. The current holiday season will see many a rod and line out on our best streams.

(By Mr. J. SOUTHAM, Claims Agent, Victorian Railways.)

FOR many years my principal hobbies have been fishing and shooting, particularly the former, and in order to test out the various streams in Victoria I have at different times fished the Glenelg, Hopkins, Mitchell, Thomson, Tambo and Snowy Rivers.

About 12 years ago I was recommended by another keen angler to give the Snowy River and its tributary, the Brodribb, at Marlo, a trial, and since that time I have pinned my faith to those streams solely.

I have fished these rivers in every month of the year except June, July and August, and at no time have I been unsuccessful in obtaining good catches.

The angling was so good and consistent that a few friends and myself some four years ago purchased a motor boat which we railed to Orbost, which we keep all the year round at Marlo, and which is of great service when on leave.

The principal fish caught are the real black bream, but the rivers teem with Gippsland perch, silvers, luderick, skipjack, salmon and very large flathead.

### Some Wonderful Catches

I have had some wonderful catches. On a recent occasion our party in 2½ hours caught more than 7 cwt. of fish, excluding salmon, consisting of bream, luderick and silvers, some of the latter running to 6½ lb. and a rock flathead 7½ lb.

On one occasion I induced our Commissioner (Mr. Molomby), at the time General Superintendent, to form one of our party, and amongst the fish he hooked was a large salmon. To this day Mr. Molomby claims it as being the largest fish ever caught in the Snowy. It certainly was a fair fish, but it cost me a good rod, for it was one of mine Mr. Molomby was using at the time, and all he had left whole at the finish with this fish was the butt, the other three joints being well broken.

Mr. A. E. Smith, Chief Mechanical Engineer, is a regular visitor to Marlo. It is strange the different peculiarities anglers have. I have been in the boat when Mr. Smith has hooked a good fish and he invariably talks to his fish whilst angling it; if he talks similarly to his staff, I am pleased that I am not a member of his branch.

I know many anglers who have been going to Marlo for many years, but I think that the most consistent is Mr. V. J. Willis, of Brighton, who has been visiting that place several times each year for 35 years and long before the

railway took one to Orbost.

The anglers are not confined to men, as many ladies enjoy the sport at Marlo. Only very recently a Collins Street lady dentist was at Marlo for the first time and had the usual experience of getting good fish.

She had fished other streams, but I understand she stated prior to her return to Melbourne she never before had caught so many fine fish and that she would return on the first opportunity.

### An Anglers' Resort

The Marlo Hotel is beautifully situated on a cliff overlooking the Snowy River and Ninety Mile Beach.

The place is purely an anglers' resort, and consequently there is no dressing for dinner and everybody meets on the same plane. Some tall stories are told when notes are compared each evening, of the big fish that were hooked but lost through the gear not being sufficiently strong.

In addition to the hotel, there is a good boarding house. There are several motor boats for hire and many row boats. My experience has been that there are no special places where fish are more plentiful than others, but when they are on the bite one spot in the river is as good as another.

Although many people motor to Orbost and thence to Marlo, the most popular way is by rail through beautiful Gippsland to Orbost, where a motor car meets the train and runs you to Marlo (10 miles) on a good road which skirts the Snowy River. Persons leaving Melbourne by the morning train arrive at their destination about 7.30 p.m. the same day.

### The Gear You Should Take

In conclusion, I would advise that the gear required is a 9-ft. or 10-ft. bream rod, moosehead or other fine silk line, or, if preferred, a line, gut line and ordinary bream hooks and casts. The principal bait used are black and blue crabs, which are very plentiful and easily obtainable, and sand worms.

Personally, I always take a few pounds of white bait, which is particularly good for silvers and salmon. I feel sure that anyone who tries the Snowy and Brodribb Rivers will have the same experience as I have had and will count the months and weeks for the return visit.

Full particulars as to the through rail and motor fares and other interesting particulars are obtainable at the Government Tourist Bureau.

# “Cannot!”

## A Word Unknown to Railwaymen

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At noon on Saturday—a lovely Spring day—in the height of the Racing Carnival, when all roads lead to far-famed Flemington and Spring is calling for a week-end in the hills, a message is received from the Harbour Authorities, advising the Railways Administration that two steamers, about which no previous advice had been received, will berth at 7 a.m. on Monday to discharge 5000 tons of general cargo!—Just that!

**N**O particulars as to class or length of cargo, number of hatches about to be worked, or any other information of a useful nature on which to form a basis of preparation.

The gentleman at the shipping agent's office is, by the time the railway official has recovered from the suddenness of the attack, well on his way to Flemington to recover at least some of the money he has loaned to the bookmakers during the week.

The railway official receiving the blank information realises the hopelessness of being able to obtain any further information during that afternoon, but, using past experience as a guide, he sums up the situation as best he can and orders some trucks, shunters, tally clerks, labourers, horses and engine crews—and a couple of trucks of covers.

This business makes a big cut in his Saturday afternoon. On Sunday morning an early start is made on the telephone so as to catch the shipping agent's representative before he dons his plus fours for the golf links. The Stevedoring Co.'s local representative—a genial Scot who is always ready to co-operate with the Railways—being an enthusiastic disciple of Isaac Walton, has to be caught early, else his piscatorial business will be seriously interfered with.

Having thus obtained some detailed information of a useful nature, requisitions are passed on to his departmental colleagues, who in turn complete the necessary organisation which causes everything to be in readiness to receive the cargo at the appointed hour.

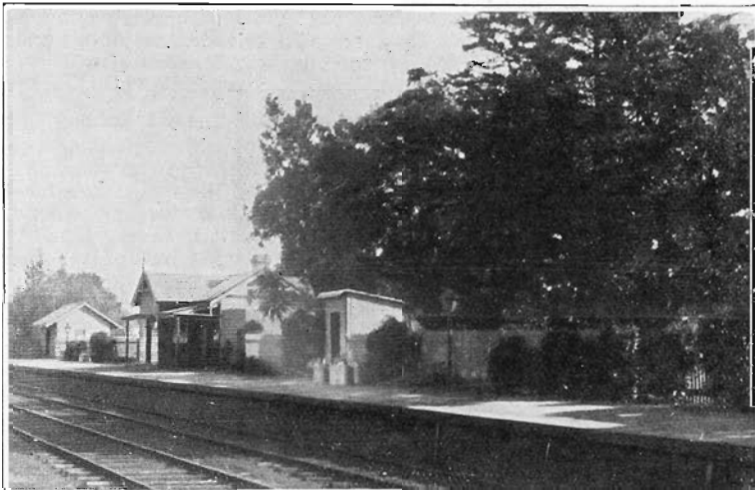
Should there be any hitch in the arrangement no one would feel more disappointed than the railway officials.

This instance is characteristic of the employees in their effort to render good service.

Spasmodic rushes of emergency traffic arise frequently in passenger and goods business, as, for instance, Fleet, Show and Cup, when the Department is called upon to shift large masses of the human family to any given point, and return, in quick time.

Maritime strikes, coal strikes, or any other old strike, droughts in one or more States causing large quantities of fodder and live stock to be moved, and mice plagues frequently place unexpected demands on the departmental man and machine, all of which are met in a reasonably satisfactory manner, which proves the Victorian railwayman to be at least as versatile as his fellow in any other country or walk of life.

Unlike some racehorses and their owners, the Victorian railwayman is a sport and a 100 per cent. trier all the time.




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(1)

*“We claim that our station at Nar-nar-goon is as clean and tidy as the best,” writes Mr. C. W. Cole, the Assistant Stationmaster. He sends along this photo to prove it. It is certainly picturesque, with its shady green trees and neat garden plots.*

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Why My Job Is Important

# Telling the Story With Pictures

You have probably seen the figure herewith dodging about in every conceivable place on railway property. You have, no doubt, seen him on the top of trucks, in workshops, on stations, on big bridges, and, in fact, in any of the many places where railwaymen gather. But who is he? He is Mr. W. Howieson, the Victorian Railways Official Photographer

**T**HIS is where the critics get to work. As soon as you mention a photographer employed by the Railways Department the unthinking person is apt to exclaim, "A photographer! But what has he to do with the railways?"

Well, the photographer, though he does not drive a train or consign goods or book fares, has one of the most important positions in the Railways Department.

It has long been recognised that the railway which intends to maintain its position in the community as an efficient transportation organisation must tell the people what it has to sell. It cannot afford to wait for business: it must get out after it.

It must create traffic. Various means are adopted for doing this. Letterpress can be effectively used, but one of the most effective means for telling the railway message is by pictures, action pictures—pictures which tell the story.

And there is a pictorial story to be told in connection with railway work.

Mr. Howieson has been for 20 years with the photographic branch of the Victorian Railways Department. He has seen the branch grow from the time when one man was employed to the present, when he himself holds the chief position with a large staff under him.

## Plenty of Work to be Done

Don't get the idea that all the official photographer does is to rush about haphazardly and take anything that strikes his eye. He has a large amount of routine work to attend to. In his rooms at the Spencer Street buildings the staff is constantly employed making photographs of maps, designs and drawings in connection with engineering, constructional and architectural activities.

Then there is the preparation of those excellent pictures of Victorian tourist resorts which now grace the Victorian railway carriages. These photographs must be kept up-to-date and changed at intervals, and this work occupies a large section of the photographer's time. The photographic branch is now installing a fresh set of photographs at the rate of about 1500 a quarter.

These items form the routine section of railway photographic work. There is, of course, the spectacular side, and this will appeal to the average railway user.



For instance, if there is a serious breakdown of any train or at an electric substation, the photographer must be on the scene as soon as possible to obtain pictures which may be of untold benefit when the "post mortems" are held later to decide the cause of the breakdown.

Photographs may disclose the cause of the disturbance and enable measures to be taken to prevent a recurrence.

Then there are railway accidents which, fortunately, have been few and far between in Victoria in recent years; but, when they do occur, the official photographer has a busy time. To him falls the duty of taking photographs of the scene for subsequent use in the extended enquiries which always follow these mishaps.

More than once the Victorian Railways official photographer has been complimented by the Coroner on the great assistance his work has been in determining the cause of the accident and in clearing up certain points.

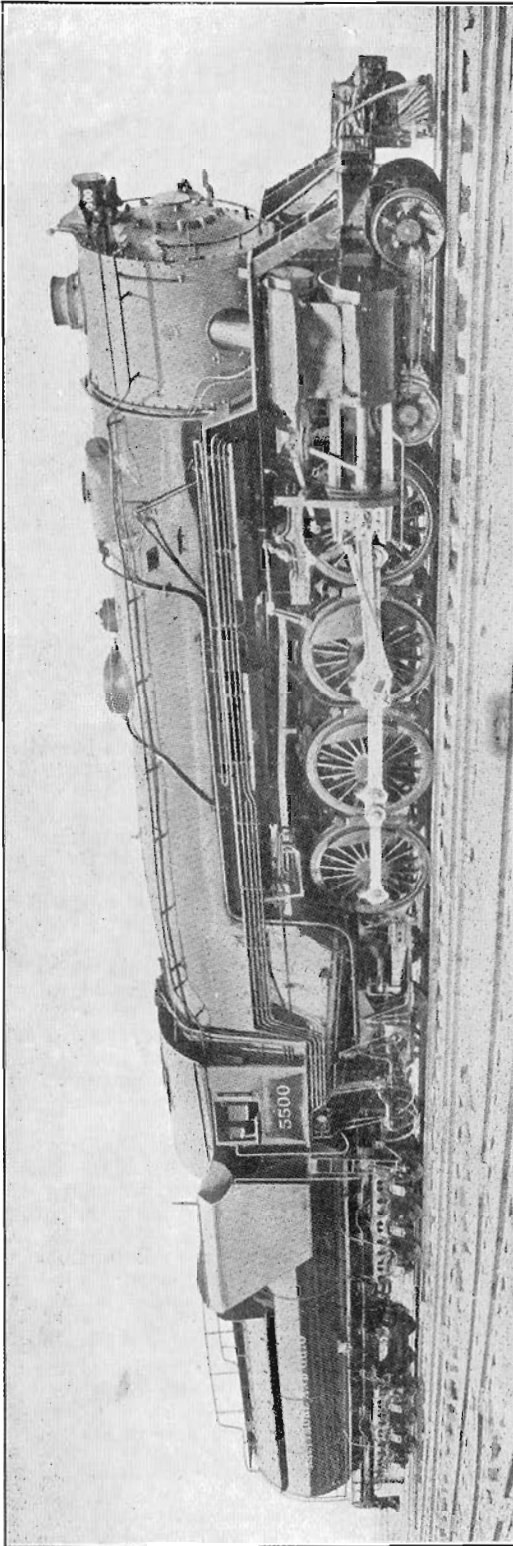
Sometimes the Railways Department is threatened with litigation following on heavy floods, bush fires or in connection with the method of construction of railway property. Photographs in these instances are necessary, and this work also falls to the lot of the official photographer.

The respective branches also call upon the official photographer from time to time in connection with special work which they are undertaking or to denote the progress of big undertakings.

For instance, when the Newport Power House was being constructed, Mr. Howieson took photographs at short intervals from the time when the first (Continued on page 66)

## Largest Passenger Engine in the World

A new 4-8-2 type locomotive, completed in 30 working days at the Mount Clare Works of the Baltimore and Ohio Railroad Company.



HEREWITH is a photograph and particulars of a remarkable locomotive recently completed at the Mount Clare works of the Baltimore and Ohio Railway Company, for hauling 12-car passenger trains over the Allegheny Mountains without assistance. The engine was built in a total of 30 working days, being completed towards the end of June last. The actual designing of the locomotive was started in the early part of last year, and the service already rendered by it has fully justified the selection made of the type, general proportions adopted, and equipment.

The service for which the locomotive has been introduced involves the negotiation of a grade of about 105ft. to the mile, making an increase of about 40 per cent. in gravity resistance, and the timing of the trains on some of the long grades necessitates speeds of a little over 40 m.p.h.

The principal proportions are as follow:—

Cylinders, diameter . . . . .	30 in.
" piston stroke . . . . .	30 in.
Piston valves, diameter . . . . .	14 in.
Cut-off in full gear . . . . .	88 per cent.
Wheels, coupled, diameter . . . . .	6 ft. 2 in.
Wheelbase, rigid . . . . .	19 ft. 3 in.
" engine total . . . . .	41 ft. 4 in.
Wheelbase, engine and tender total . . . . .	89 ft.
Boiler heating surfaces—	
Firebox (arch tubes and com- bustion chamber) . . . . .	383 sq. ft.
Tubes and flues . . . . .	5208 sq. ft.
Total . . . . .	5591 sq. ft.
Superheater . . . . .	1305 sq. ft.
Grand total . . . . .	6896 sq. ft.
Steam pressure . . . . .	210 lb. per sq. in.
Grate area . . . . .	89.17 sq. ft.
Weight in working order, engine . . . . .	178 tons 10 cwt.
" tender . . . . .	115 tons 12 cwt.
Weight in working order, engine and tender . . . . .	294 tons 2 cwt.
Adhesion weight . . . . .	122 tons 15 cwt.
Rated tractive power . . . . .	65,000 lb.
Factor of adhesion . . . . .	4.23

The tender is supported upon two six-wheeled bogies. It is of the Vanderbilt type, and has a coal capacity of 18 tons with water capacity 15,100 gallons. The engine is designed to traverse curves of 16 degrees. It is 100ft. 6in. long overall, and has a maximum height of 15ft. 5½in., its maximum width being 10ft. 8in. The locomotive is equipped with power-reversing gear, Duplex stoker, pneumatically operated firedoor and bell ringer, low-pressure compound air pumps and other modern devices.

The engine has been introduced in order to do away as far as possible with the double-heading of passenger trains between Washington and Grafton and Washington and Pittsburgh, where heavy trains have to be hauled over severe and continuous grades.

# Learn First Aid—You May Save a Life

You may never require to apply the principles of first aid should you learn them, but, on the other hand, you may perhaps be the means of saving someone's life by knowing what to do. Ten years as Honorary Ambulance Attendant at the Car and Waggon Shops, and service at the Melbourne Hospital every Saturday night, enable Mr. Fred Mather to speak with authority on this subject.

**M**Y experience in ambulance work dates back to the goldfields of Western Australia, and later to the Victorian Railways, where I have been ambulance attendant at North Melbourne for the last 10 years. During that period I have attended thousands of injuries of all descriptions.

But my greatest and most valued experience has been gained in the casualty room of the Melbourne Hospital, where I have assisted every Saturday night, and on other occasions, for more than three years. It is there that one realises what a great amount of unnecessary suffering is caused through a large number of cases not receiving first aid treatment.

It is very distressing to see so many people who have met with serious injury, such as fractured legs and injuries to the back, etc., brought to the hospital with absolutely no support whatever, and consequently suffering excruciating pain.

It is essential that every person should know something of the structure of the human body and the functions of the more important organs, so that in time of emergency they may be able to render assistance.

It often happens when a person has been knocked down by a vehicle that a very serious injury occurs, and it often results in the death of the person injured. Many of these lives could be saved if more of our men were educated in the great work of helping those who are unable to help themselves.

## Careless Handling Causes Complications

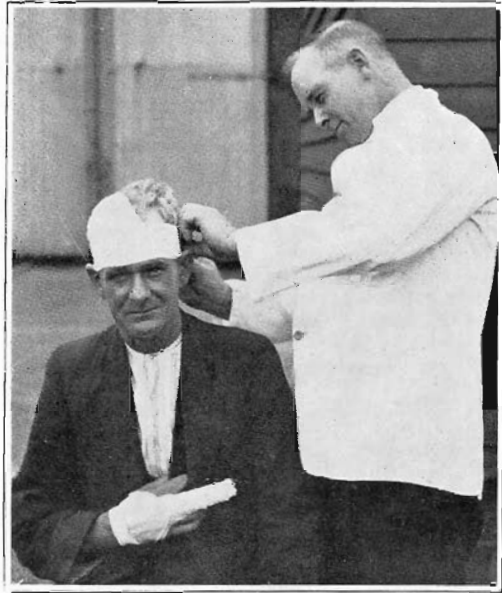
It is often noticed that simple fractures have become compound through careless handling of the person injured, very often causing the surgeon an immense amount of extra work through the wound having become infected.

Fractures always require very delicate handling, and here I call to mind the case of a man who had sustained fractured ribs, the ribs having penetrated the right lung. Through lack of knowledge on the part of one who had gone to his assistance, the ribs had been driven further into the lung through bandages having been firmly applied around the patient's body.

In cases of arterial haemorrhage, I have often seen where ligatures have been applied, and no doubt the persons who applied them did their best, but as most arteries are deep-seated, a ligature would not stop the bleeding. It is necessary to have the knowledge how to use a tourniquet, and where to apply it.

Head injuries should always be treated as serious, and the services of a doctor obtained at the earliest possible moment. I have seen people with head injuries, apparently of only minor severity, but in a short time unconsciousness has followed, with probable cerebral haemorrhage, involving an immediate operation.

It very frequently happens, when an acci-



dent occurs in one of the busy thoroughfares of our city, that a large crowd gathers around with little or no thought for the person injured. Idle curiosity keeps them there till the sufferer is removed. It is to be regretted that so few are able to render assistance of any practical value.

I remember a case near the Haymarket. A man had been knocked down by a motor lorry and was bleeding profusely from a severely injured leg. On reaching the spot, I observed a large crowd had gathered, but no attempt had been made to arrest the bleeding. Fortunately, I was able to render the assistance necessary, and secure his prompt removal to the hospital.

During my experience at the Melbourne Hospital, I have had the great privilege of assisting 45 doctors in the casualty room, and have the greatest admiration for the excellent work they have done; but I am sorry to state that on a few occasions unwarranted criticism has been levelled against them, which, on every occasion, has proved perfectly groundless.

I have seen doctors attending a very serious injury in one room, and heard men, with only minor injuries, in the adjoining room, complaining because they were not treated first.

I look forward to the time when more of our men who are constitutionally fitted to render assistance to the injured will take up the great work of first aid.

# Travel Talk is Always Interesting

Has it ever struck you how largely you and your neighbour's travels figure in purposeless conversation? By this sort of conversation I mean what I consider the best of conversation—that is to say, conversation that is without method, and isn't made for business or propaganda or educative reasons, but springs out of the simple wish to be sociable—and is for pleasure rather than for profit.

**O**RINARY spontaneous conversation chiefly has the weather for its valued opening appeal. How many an emptiness the weather fills! Next to the weather, travel talk is probably the best conversational stimulus towards getting acquainted.

I recall a recent railway journey, when a party of seven or eight of us sat together in the "smoker," and for an hour or two made conversation—none the worse for being a bit intelligent.

Jack asked if we had ever been to the Blue Mountains. He said, of all the trips in trains he had taken, it was the most wonderful experience. There was thrill in the length of it, and in the depth of the beauty from the range peaks. He could never forget how it had affected him.

"Talking of thrills," said Bill, "I've never been to the Blue Mountains—they must be indeed wonderful—but in all my railway journeyings I've never had the emotional surge better generated in me than when leaving Toowoomba, and descending the Toowoomba range. From the window, the rustic windings downward, amid the blue-tinted scenery, seem strangely and beautifully magical, and my thoughts are all of peace and good. I can never recapture the feeling elsewhere."

## Mt Lofty's Attractiveness

"Ah," said Tom; "I think I know the feeling. And I've seen your ranges without having it! When I saw them there was no blue, only grey. They looked famished. But give me for feeling aspiring and good, the run near Mount Lofty, on the road to Adelaide. What an enchanting spot it is, and how contemplation of its quiet prettiness fills the soul with contentment, and makes one realise the glory of life. I marvel that more is not made of the picturesque attractiveness of Mount Lofty."

"You do?" interrupted Dick; "but surely the Blue Mountains have grandeur, and the Toowoomba Ranges a weird wildness, while Mount Lofty has merely an English aspect, suggestive of Nature tamed. I've seen your three 'thrillers,' but I got my great thrill from different surroundings. Ever travel to Geraldton, Wes-

tralia? I have, and can't say I enjoyed the trip—but something swept me off my feet when I gazed upon its harbour, that is simply the ocean from far distances, trapped near your footsteps. I think the exhilaration was in the emotion created of the knowledge that this was the Atlantic Ocean. I had never before been West, and in the East you get the impression that Australia is all Pacific Ocean. That the huge Atlantic also fondled its shores was like a revelation to me."

"Give me a word," cried Ted. "Now, that vast and powerful waters have been mentioned, can I put in a plea for the less mighty but intensely beautiful Derwent River, Tasmania. As my train seemed to touch it here and there, I was conscious of a devotional impetus unknown to me since childhood. It's quiet loveliness plunged me into thought that even scalded, so joyously did it boil over."

## But What About Mt. Buffalo?

"I'm thinking," said Max, "that scenery is what it is as much by the observer's mood as by intrinsic merit. Not that beauty isn't capable of standardised estimation, but that one human heart sees often what all hearts cannot see. I've travelled a lot, and now find my remembrances of sights and scenes, coupled with associations, that themselves uplift the sights. It's something like hearing a song under particular circumstances—years later the song is joy or misery to you altogether apart from its poetical worth or unworthiness."

"Umph!" flung in Bert. "You're getting too so-so-philosophical, I think, is the word. Let's keep practical. This yarn started on the inward thrills derived from seeing particular places reached by trains. In the State we're leaving, there's a little trip from 'the Gully' to Emerald that's unbeatable for its rare quaintness and climbing outlook on panoramic fascination. I can take that trip every few months and always be smitten to the core with an outpouring of appreciation that leaves the real me a better man. And none of you have mentioned Mt. Buffalo. I think that for impressiveness and grandeur, it stands alone."

And several of us who had been there agreed.



*The medal awarded to the Victorian Railways Department for its display at the Wembley Exhibition in London from April to October, 1924. The medal is of neat design, in bronze. An Exhibition Diploma is also to be awarded.*



## Holiday Photographic Contest

Prizes of £1 1s. 0d. for the best holiday photograph, and 10s. for the second best, to be awarded each month during the holiday season.

**D**URING the next few months railwaymen and readers of the "Magazine" will be enjoying the splendid holiday resorts in all parts of Victoria.

Amateur photographers will be recording the pleasant episodes of their holidays by taking snapshots for their friends and for record purposes in photographic albums.

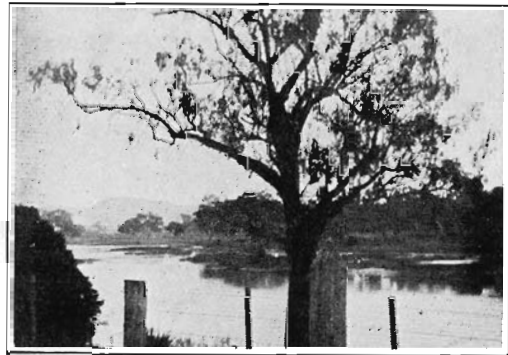
We want the readers of the "Victorian Railways Magazine" to share your pleasures with you. Therefore, we invite you to send along your holiday snapshots for reproduction in the special vacation section of the "Magazine."

If you take a snapshot which you think is worthy of reproduction, send a print along. There is no entrance fee, and your print may be adjudged the best of those sent in, in which case you will be awarded one of the prizes.

Remember, the photographs must reach the Editor before the 15th of the month.



All sorts of conveyances are used in outback Victoria—from the modern motor truck to the old-time bullock wagon. Here is how the wood for domestic use is gathered at Cape Horn Vineyard, Stewart's Bridge, near Echuca. Sections of a round log do duty as wheels.

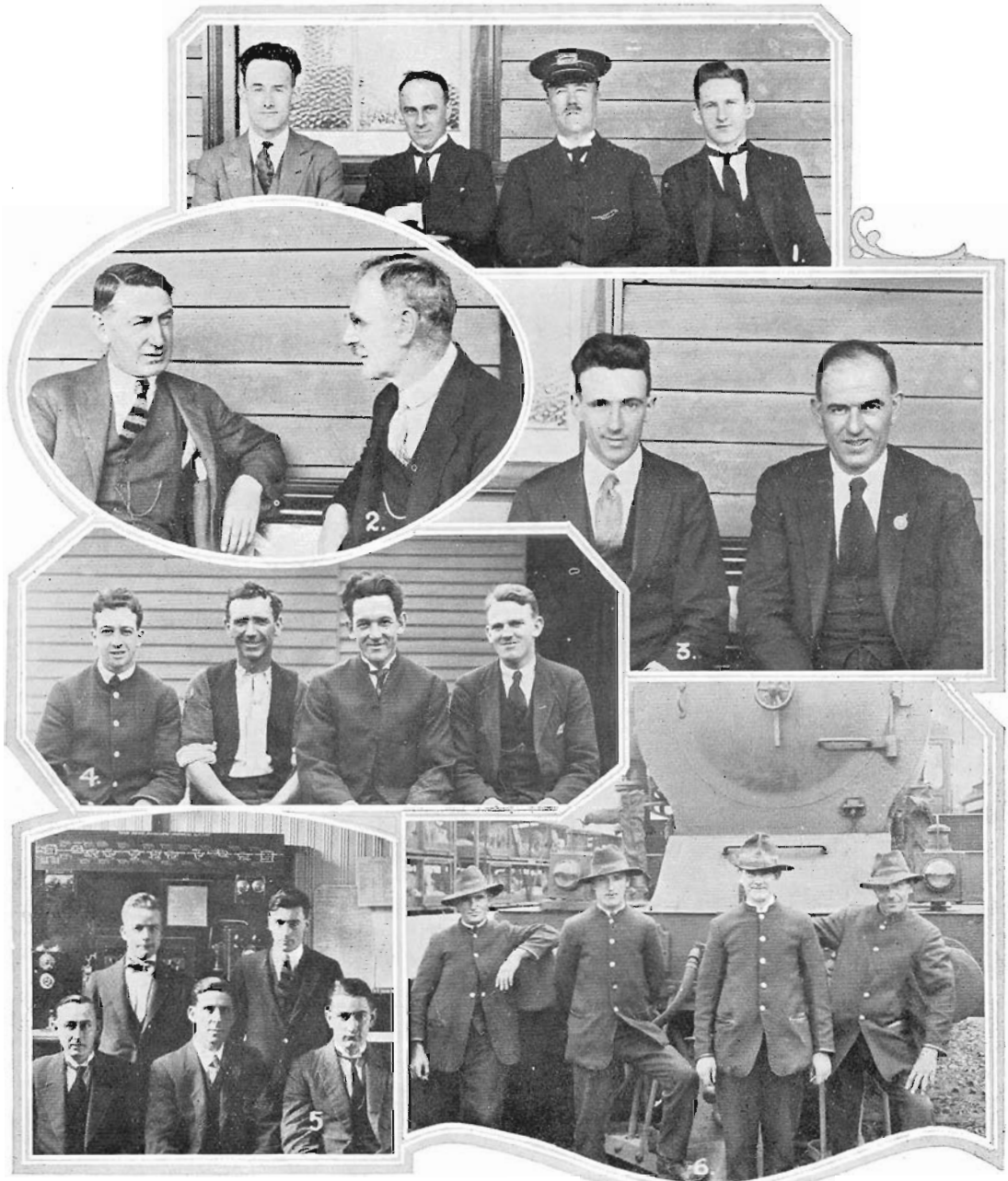


A pretty holiday snap taken in the Wodonga District. Mr. E. A. Sarkies, Refreshment Room Manager, Wodonga, is the successful photographer.



This holiday snap is sent in by Mr. F. G. Sharkey, of the staff on the Sandringham line. It shows in a striking manner the viaduct at Kilcunda, on the Melbourne - Wonthaggi line.

## Men Who Keep the Wheels Moving at Dandenong



Dandenong's railway staff is always anxious to give the best of service. Here you see some of them who were persuaded to face the camera when the "Magazine" photographer paid a recent visit to Dandenong. 1. (left to right) R. T. Cumming (Clerk), F. Myers (S.M.'s Clerk), R. J. Stanistreet (S.M.), and H. L. Lardner (Clerk). 2. Mr. J. G. Lee (right), District Superintendent, chats with Train Running Officer E. W. Proctor. 3. Two Rolling Stock representatives:—E. H. White (left), Clerk, and F. C. Moylan, Senior Clerk. 4. Members of the Goods Sheds Staff (left to right), Vanman T. Edwards, Shedman J. Murphy, C. Norwood (R.A.S.M.), and A. J. Donnelly (Clerk). 5. The Train Running Room Staff, Standing (left to right): R. Taylor (Tele. Assistant), and J. Allen (Messenger); Sitting; L. Cowin (Clerk), F. Greene (Asst. T.R.O.), and F. Kaiser (Clerk). 6. Some of the Yard Staff (left to right): Leading Shunter C. Christopherson, Shunter R. A. Jamieson, Leading Shunter G. Martin, and Shunter J. Brown.

# Dandenong—Threshold of One of Victoria's Most Fertile and Progressive Districts

There is no need for the casual visitor to Dandenong to enquire whether or not that station is a busy railway centre. He has just to put his head out of the window of the electric train and irrefutable evidence of the town's prosperity and industry at once confronts him.

LONG rows of trucks, containing all kinds of goods, as well as horses, bullocks, sheep and pigs, are marshalled in siding after siding, ready for transit to all points of the Victorian Railways system.

Dandenong is situated 20 miles from Melbourne, and is the terminus of the electric suburban system. It is the headquarters of the Gippsland Railway District.

Few people realise that Gippsland comprises one-fifth of Victoria.

There was a time when the average person assumed airily that the bulk of Dandenong's population comprised aborigines, kangaroos, goannas, wallabies and lizards; but the town now boasts a population of approximately 6000, and electrification has brought it within such easy access of Melbourne that many local residents travel daily to town to and from business.

## Phenomenal Progress

The town's progress has been phenomenal. It possesses a fine town hall and capacious and ornate shire offices, situated in the centre of the town. There are numerous handsome churches, two large State schools, two weekly newspapers, and all of the many business establishments appear to be in a thriving condition.

New industries have sprung up on every hand.

The Gippsland Co-operative Bacon Co.'s factory is probably one of the most successful institutions in the district.

Established 13 years ago, it has never once looked back, and is now regarded as the finest and most up-to-date factory of its kind in the State. The cost of the buildings, which cover 22 acres of ground, was £38,000, and the total turnover in products since inception amounts to the mammoth sum of £1,000,000.

## Three Thousand Shareholders

There are 3000 shareholders, comprising chiefly pig-fatteners from the surrounding district.

The manager (Mr. Nancarrow) and his secretary (Mr. Clark) are justly proud of the progress of their works, and take a delight in showing a visitor over the factory and explaining the various elaborate and efficient processes necessary before the finished product—bacon, hams, and small goods—is turned out.

The factory's large turnover is dealt with at the company's own private siding, about a quarter of a mile from the station.

Other busy and thriving industries are the Broadlands Milk Products and Butter Factory, producing 200 tons of butter yearly; the Plasteroid Ceiling Company, Ordish's Fire Brick Company, and Kingsbury's Joinery Works.

The Electricity Commission has one of its big stations here also.

The up-to-date cattle market is another of Dandenong's prized possessions, and here the big bi-weekly sales are held, old identities, keen on driving bargains, coming from all over Gippsland to attend.

The progress of the local poultry industry could be likened to the movement of a stone rolled down a sloping hill—first moving slowly, but gradually and surely increasing in momentum until it attains an irresistible velocity.

The breeders and poultry-raisers first started in a small way with the best breeds, continuing their ordinary occupations until the stock increased sufficiently to permit of their devoting their whole time to the business.

Now poultry-raising is one of the district's staple industries.

Just as smoke generally means that there is a fire somewhere in the neighbourhood, so also does a town's prosperity indicate that there is an efficient railway service lurking in the background.

## An Efficient Railway Staff

And Dandenong has got an efficient railway service. There is not one member of the local railway staff of 40, from the quiet and capable District Superintendent, Mr. J. G. Lee, down to the youngest lad porter on the station barrier, who does not make a point of seeing that the public gets the best of service.

During one day and night, 80 trains are handled at Dandenong, while the total number of passengers who purchased tickets at the station for one year was 508,267.

The station's importance from a railway viewpoint is increased tenfold by the fact that it is the junction for the two main Gippsland lines, the Port Albert branch striking off from the main track about a mile beyond the town.

Railway business has increased at an astonishing rate, and it is proposed to spend £100,000 in remodelling the station yard, so that more suitable facilities for handling the growing traffic will be available.

If any town at all in Victoria has good reason to be proud of its achievements and progress in recent years, that town is Dandenong.

Our Travel Section.

# A Glimpse at the Holy City of the Hindoos

Have you been to India? It is a fascinating place. Mr. Moore, the writer of this article is not a railwayman, but he is a regular reader of the Magazine. He spent many years in India and he here takes us for a visit to Benares, the Holy City of the Hindus.

**E**ARLY morning, a cold winter mist hangs over the land, on which the sun has not yet risen, as shivering, we get into the old Victoria carriage to visit the bathing Ghats on the holy Ganges River, the Mecca of Hindu pilgrims for hundreds of years past.

Passing through the Cantonment we eventually enter the city, and here we encounter thousands of men, women, and children, some of whom have travelled many hundreds of miles afoot, whilst others, more fortunate, have taken the train to Kasi, the ancient city nearby.

A man stands by the roadside beneath a huge Peepul tree; one arm is uplifted, and as we pass we see that this is withered from being held in this position for years, whilst the fingers of the clenched hand have become so contracted that the nails are showing through on the other side.

A few yards further on a man rises from the dust of the road, marking his length and throwing himself flat down again with feet where his head had previously touched the earth. This painful progress he has made for many long miles, and until he reaches the sacred river it must be continued.

By these austerities the Hindus believe it is possible to so mortify their bodies as to ensure for them a long period of rest in Swarga (their Paradise).

At last we reach the approach to the river. A steep bank runs down to the water, and all along the well-trodden footways on either side are numbers of large umbrellas, beneath which sit the Brahmin priests, naked to the waist,

and with sacred thread round their necks.

Some Fakirs are also there; these have matted hair reaching to the waist, whilst their bodies are smeared with ashes and filth. One reclines on a flat planking covered with sharp iron spikes of about four inches in length.

To these the people go to offer oblations and to ask for prayers. It may be that a woman desires a son so that at death her husband, on going to the halls of Yama, the God of Death, will have someone to properly carry out the funeral rites, and so ensure his passage to Swarga. The services of a son are absolutely essential for this, hence the woman will make the utmost sacrifice of worldly wealth or possessions to secure the desired offspring.

Prayers are never said without payment.

A small houseboat awaits us, and sitting on the chairs placed upon the roof we glide slowly down the stream, taking snapshots as we go.

For about a mile, the bank is covered with people, some just leaving and others entering the water. Some washing and gargling their throats, or dipping up the water in brass vessels to be carried home and kept until the death of a member of the family, when some of the precious fluid will be given the dying one to ensure a safe journey to the other side.

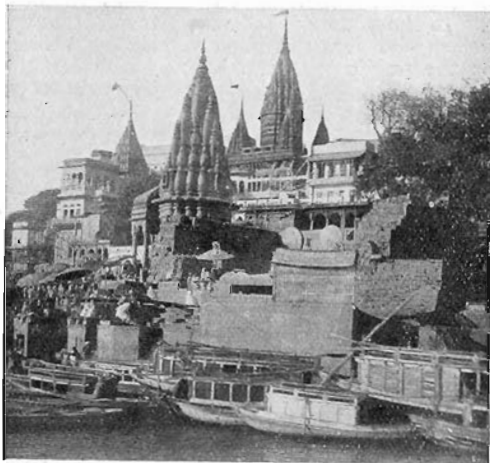
Farther down is the big Hindu temple precariously near the steep edge of the bank. At one time it was well back, but due to erosion it seems likely to eventually slide into the river.

This temple is a fine example of Hindu architecture, but the carvings on the wood work are such that women are not allowed (by Government orders) to visit the place. It must be remembered that Phallic worship is at the base of nearly every form of nature worship, and especially so with the later forms of Hinduism.

At last we have passed the bathers, and here, on a bare piece of bank, is the burning Ghat, where cremations take place. The bodies are separately placed on piles of dry wood, which, in the case of those whose relatives can afford it, is mixed with sandalwood. Ghee or oil is poured on as the last rite, and then the pile is fired. Where the relatives cannot afford to pay for wood, the Government supplies the necessary amount.

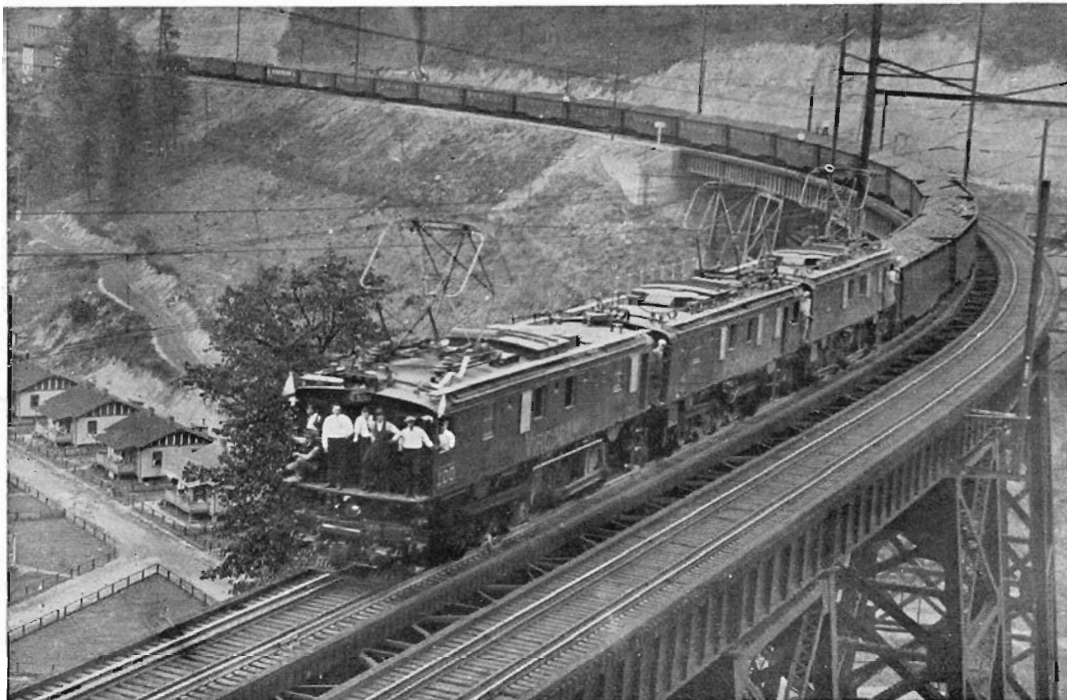
It was the custom for Hindu wives to perform Suttee, that is, to cast themselves on the burning pile and so perish, thereby giving their husband a score of years in Swarga.

The sun is now well up, the air warm, and we turn up-stream on our way to the hotel, where our breakfast awaits us.



*A View of Benares from the Ganges.*





## Interesting Race Between Steam and Electric Trains

Electrical operation on the Virginian Railway has been inaugurated. Four triple-motive power unit locomotives, comprising twelve of the 36 units included in the order, are now on the system.

**A**S a preliminary to placing the electric locomotives officially in revenue service, a race between steam and electric trains was held on the heavy grade section between Elmore and Clark's Gap recently. A steam train, of approximately 6000 tons trailing load, headed by one of the Virginian's mighty road engines and pushed by two of the enormous 2-10—10-2 engines, the largest steam engines in the world, was given a 15-minute start on the grade.

The electric train, with 6000 tons trailing load, was drawn by one electric locomotive of three motive power units and pushed by a similar locomotive. These mighty engines, the most powerful in the world, easily overtook the steam train long before the summit, a distance of 15 miles, was reached.

The outcome of the race, of course, was a foregone conclusion, as the electric locomotives climb this heavy grade at a uniform speed of 14 miles an hour, while the steam trains, even with the 3 to 2 ratio of engines, is limited to nearer seven miles an hour.

Later on the final test run of the electric locomotives was made, also in competition with a steam-propelled train, and included tests of

stopping and starting this enormous train weight on the 2.7 per cent. sections of the grade. The big electrics were able to get away to a flying start without difficulty and to bring the speed up to 14 miles an hour well within the predetermined period of three minutes.

Signals for stopping and starting were transmitted from one locomotive to the other by radio, and this proved to be a great convenience.

Often a 6000-ton train on the Virginian, when not comprised entirely of the 120-ton capacity cars, is nearly a mile long.

As there is practically no point on the 2 per cent. grade section where an entire train is on tangent track and but very few points where the two engines are in sight of each other, it is always difficult, and often impossible, for whistle signals to be heard.

At one point there are two tunnels and a long curve between the front and rear engines. Also, with trains including from 70 to 100 cars, depending upon car capacity, the "bump-back" system is not very satisfactory because of the great amount of slack in such a long train. It is believed, therefore, that the transmission of the signals by radio will prove to be of immense benefit.



"We think it only fair to let you know when we are satisfied." This is a sentence frequently quoted in letters of thanks recently. It denotes a better appreciation of the desire of Victorian railwaymen to render good service. The letters hereunder indicate instances of good service last month.

ON October 26 it was necessary to transfer to the Adelaide and Sydney expresses in a very brief period a large quantity of overseas mails received at Melbourne. The Stationmaster, Spencer Street, and his staff afforded most valuable help to this Department's officers in getting mails away by the express trains, and it gives me the greatest pleasure to ask you to convey to the railway officers my appreciation. — **A. Little, Acting Deputy Postmaster-General, Melbourne.**

HAVING arrived safely back in Adelaide I would like to drop a line of appreciation of the courteous attention shown by you to my friend and self when you permitted us to break our journey through to Buffalo. We are also desirous of expressing our recognition of the attention shown to us by Mr. Amanton, of the Chalet. We had a remarkably fine time. — **William Kilborn, Adelaide, writing to Mr. Riley, Room 61, Head Office.**

WE were very pleased with the way our 308 bales of wool were sent from Maroona Railway Station to Geelong. We found that it was sent on as soon as delivered. This, I think, speaks well for the way the station is worked. — **J. H. Nicol, Manager, BurrumbEEP, Maroona.**

WE desire to take this opportunity of expressing our appreciation of your help in connection with butter railed to Perth. The efficient and prompt service rendered by you resulted in the butter arriving in good time. — **The North Coast Co-operative Company Limited, 379 Sussex Street, Sydney, writing to the Transportation Branch.**

ON behalf of the committee of the Bright district schools' excursion, I desire to sincerely thank your Department for the provision made for the excursion on the trip to Benalla on Friday, October 23. It is particularly desired to thank the train crew, the officials at Bright, Wangaratta and Benalla stations for their courtesy and attention, which was highly appreciated, and, in fact, made the trip so pleasant. — **E. J. Dolaney, Secretary, writing to the Commissioners.**

Do you know the story of the three stone-cutters? They were working on a stone. A stranger asked the first what he was doing.

"Working for ten bob a day," he replied.

"And you?" the stranger asked the second.

"Cutting this stone," he growled.

When the same question was put to the third stone-cutter, he answered: "I'm building a cathedral!"

How do you visualise your job? How do you look at life? Are you enjoying it in full, or are you living with the blinds half-down? The happiest people are those who are working and living at their fullest capacity; who find the days too short for all the many things they have to do. They work and play with equal zest, and so gain happiness, health, and success.

AT the annual meeting of the Bunyip Progress Association members expressed delight and satisfaction at the earlier arrival of the train at its destination at Bunyip during the past six months. Previously it used to arrive anywhere between 10 and 11 o'clock, but now it reaches here not later than 9.30. The early arrival of this train is appreciated all along the line. We believe in giving praise where it is due. — **James A. Rice, Honorary Secretary, to the Commissioners.**

IT is the general rule for you to get letters of complaint, but I am writing to show my appreciation of the Stationmaster at Wangaratta.

Recently a passenger was on the Albury-Melbourne express, and I did not get word of her intention to pass through until late Friday night. I rang the Stationmaster, Wangaratta, and gave him a message to deliver. The result was that she was saved considerable inconvenience. She was a stranger to this country, and it would have meant her staying in Melbourne for the week-end, and returning on Monday to Mansfield. This lady had no idea when she booked her passage that Mansfield was within such a short distance of the main line. — **B. Walker, Mansfield, writing to the Commissioners.**

FIFTEEN delegates to the Federal Master Bakers' Association, with their wives, travelled by rail from Melbourne to Adelaide to attend the annual conference. Another party of 23 travelled by rail to Adelaide, and returned via the Murray steamer to Mildura, thence to Melbourne by rail. The courtesy of the Victorian railway officials in reserving special compartments was appreciated, and I desire to thank them for the facilities given. — **R. Robbins, Secretary, Federal Master Bakers' Association.**

I WANT to thank you for the great interest and assistance you rendered the English-Speaking Union in arranging the trip to Yallourn. The arrangements were, at all points, perfect. Never have I known a more enthusiastic and appreciative company than the 100 members of the Union who travelled in the special train. Mr. McClelland and his staff were most considerate and attentive. — **Richard Gipps, Secretary.**



*This is a sample of the splendid type of hoarding being erected on many stations in Victoria at present. This one is at South Yarra, in the Melbourne metropolitan area, and the lessees of the site claim that it is the largest single theatrical hoarding in Australia. This announcement was on the hoarding soon after it was erected, but the regular programme announcements are now added each week.*

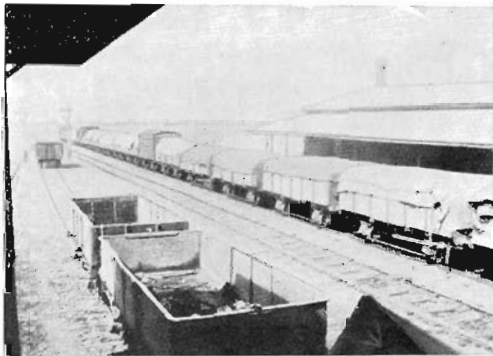


*Portion of the staff under the District Engineer at Oakleigh (Mr. Evan Richard), whose services so worthily maintain the good reputation of the Way and Works Branch.*



*Every Tuesday at 7.30 p.m. the fast goods for Adelaide steams out of the Melbourne yard on its through run to the sister State. It crosses the fast goods from Adelaide at Serviceton at midday the following day. This photo shows the Victorian train, just arrived at Serviceton.*

*Commercial travellers make use of this and the return to visit towns between Dimboola and Serviceton more conveniently.*



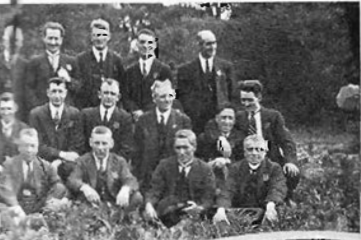
### Station Platform Staff, Dandenong

*H. R. Ellis, C. G. Hinch (Parcels Porter),  
A. W. Gent, H. Dawson, F. W. Fitch.*





VICTORIAN RAILWAYMEN and their Families at play



COMMITTEE

FLINDERS ST. & SPENCER ST.  
STATIONS STAFF  
— PICNIC —  
at Mordialloc - Dec. 6, 1925

## Electric Headlights For Locomotives

THE general public, and railwaymen in particular, will be interested to learn that the Victorian Railways Department is about to equip ten of its locomotives on the express runs with electric headlights, at a cost of about £100 each.

Each locomotive will carry a small steam turbine and a generator for the lighting plant.

This is quite a new departure in railway operation in Victoria. Up to the present, in accordance with British practice, we have adhered to the use of oil lamps on the front of locomotives, which serve only to indicate the

presence of an approaching train and its nature.

Electric headlights throw a powerful beam a considerable distance ahead of the train. This enables the driver to see several hundred yards ahead and also gives warning to the public at level crossings.

A feature of the new equipment will be facilities for better lighting in the cab of the locomotive, and around the running gear under the boiler for inspection purposes. Oil lamps will, of course, be carried for emergency use.

### Rail Motor Success

THE Ballarat-Castlemaine rail motor is serving the travelling public with a speedy and comfortable railway journey, and a fast connection between the cities of Ballarat and Bendigo.

At the same time it provides an easy means of transit from the northern portion of the State, as well as the Riverina, to passengers who desire to visit Adelaide.

Only recently the service was extended to Ballan, and it is now practicable for passengers who leave Bendigo at midday to reach Ballarat within five hours.

It is hoped at an early date to so improve the service that railway patrons will be encouraged to travel by this new means of locomotion in preference to road vehicles.

### Claim that New Train will Oust 'Buses

Railway experts in Canada claim that the development of a new type of oil electric train will deal the death-blow to motor 'bus competition with railways.

A new type of train which has been in operation on the Canadian National Railways made a record non-stop run from Montreal to Vancouver, across the Rockies, in 67 hours.

The advantages claimed are cheaper original cost of construction, and a large saving in fuel consumption.

The man on the job has the best knowledge of where safety lies. Help everyone by reporting hazards.

### Railways' Part in Football

DURING the last football season, which extended a little over five months, the Railways Department ran 980 special trains—that is, trains that were guaranteed against loss—carried altogether 163,381 passengers, and collected in revenue £40,735.

The returns do not include the ordinary or extra services run to football matches in the suburbs on every Saturday afternoon that the game was played.

The heaviest traffic day of the season was on August 29, when 53 specials were scheduled. On eight occasions from 40 to 45 trains were provided for the afternoon, and on five occasions from 46 to 50 trains were run.

There was a time when the railways regarded winter Saturday afternoons as the doldrums of rail transport. But enterprising officials saw the possibilities of promoting business in country districts. They got into touch with officials of country football clubs, and showed how, by co-operation, teams and their supporters could be carried from one town to another expeditiously, conveniently, and at a minimum of expense. Now the club officials and rail officers meet before the commencement of each season, and time-tables are arranged that meet the requirements of both parties. Sometimes it can be arranged for three or four teams to use the one train.

How the scheme works is shown by the experience of the Wimmera Football League. Last season 17,054 passengers were carried in this district on special trains, and the railway revenue amounted to £6106. These figures also indicate the popularity of the game in the country.

On special trains engaged by the Geelong League and the Geelong Association teams to travel to Melbourne, 29,829 passengers were carried, and the revenue amounted to £6599. On trains engaged by Melbourne clubs to go to Geelong, 15,734 passengers were carried, and the revenue was £3387.



These ladies, the Women's Social Committee, have done fine work for the Stawell Country Centre Area. They are (standing, left to right), Mesdames G. Denyer, G. Ross, and J. C. Haines; and (sitting), Mesdames J. Dickens, J. C. Matthews (Hon. Secretary), G. H. Bonington (President), and F. A. Rogers.



People living in the metropolis sometimes pity the people living in the country. Such pity is wasted so far as railwaymen in the Stawell district is concerned. They have made their Railways Institute a live social and educational centre, and it is safe to say that there is more community of interest among them than in some of Melbourne's suburbs. Read of their accomplishments and activities.

**S**TAWELL was the first country centre to receive attention in the way of a building, which is situated within the railway property near the station.

It is a decided acquisition to the town, and contains a billiard room with one table, which is invariably occupied.

There are two class rooms with folding doors, permitting of their use for social purposes. There is also a fully-equipped kitchenette with every convenience.

The educational classes are as follow:—Westinghouse brake and engine working (Mr. J. Geaney, instructor), safe working (Mr. W. Wells), piano (Miss Leyshon), juvenile dancing (Mrs. Lindsay), and telegraphy (Mr. H. Anderson).

The building is surrounded with a fair amount of ground, and recently we were favoured with a visit from the President (Mr. J. S. Rees) and General Secretary (Mr. A. Galbraith), and received a severe castigation owing to the condition of the garden. This had its effect, as working bees (as per photo above) have been held and the garden put in order.

Members of the Ladies' Committee kindly dispensed afternoon tea, which was much appreciated, and we anticipate having a croquet

lawn ready for their use in the near future.

The garden has now been divided into three portions and allocated to the different branches (Transportation, Works and Loco.), and a friendly rivalry has sprung up as to the upkeep of the different portions, the effect of which will soon be seen.

The ambulance classes are also held here, and we feel proud of our corps, as we once again hold the championship of the State, and are hopeful of capturing the Interstate Championship also. It shows what can be done by co-operation between a Superintendent and his students. We are fortunate in having Mr. A. W. Morris holding the position in this Centre, as he infuses a great deal of enthusiasm into all those connected with him.

Stawell has always been recognised as a great sporting centre, the well-known Easter Gift Carnival being acknowledged as the premier sports meeting of the Commonwealth. The Athletic Club attains its Jubilee in 1927, when the prize money for the Easter Gift is to amount to £500. This will be a record prize for one event, and is sure to attract the best runners, not only in the Commonwealth, but from overseas.

The club is in a good sound position to-day.

## Bar Frames For Pacific Type Locos.

The design of the new "Pacific" type locomotive, being undertaken at the present time for the Victorian Railways, marks a new era in locomotive practice in this State. The proposed locomotive will be 60 per cent. greater in power than the heaviest express locomotive hitherto used in Victoria, and this fact has led to consideration of entirely new features in design.

**P**ROFITING by experience with heavy locomotives of this type in Canada and the United States (which have no parallel in Great Britain), it has been decided to adopt for the frame of the locomotive what is known as the "bar" type, as distinct from "plate" frames.

The bar frame is, as its name implies, a frame consisting of bars designed like a girder, with upper and lower boom joined by suitable connections.

Much discussion and investigation have taken place in Great Britain and European countries, as well as the United States, during the past few years about the relative merits of bar and plate frames, and the consensus of opinion has been that for locomotives of the weight and power of the proposed "Pacific," which are greater than that of any express locomotive used at the present time in Great Britain, the bar frame is desirable.

Following on these investigations, the bar frame has been adopted in several European countries for locomotives of high power.

This frame has a very great lateral strength as compared with the plate frame, which is a plate of moderate thickness, probably not more than 1½ in., whereas the bar frame is sometimes 7 in. thick.

Recent scientific developments and the improvement of methods of steel casting, toge-

ther with the production of better qualities of steel, have enabled these frames to be made of cast steel, and actually cast from the molten state to the shape desired.

In the early stages of the pioneering work in connection with the development of the manufacture of bar frames, which were almost entirely confined to the United States, many failures occurred, and it was not until a lengthy experimental period had been passed through that the frames were cast successfully in one piece.

At present a number of locomotives of the "Pacific" type, of about the same weight and power as ours, are under construction by a British firm for the South Australian Railways, and the frames for these, which are of the bar type, were cast in the United States and the finishing work done in Great Britain. It will be necessary for us to obtain the bar frames from the same source.

It has been our usual practice to obtain from Great Britain or America frame plates, where these are used, and boiler plates, so that, except for the fact that the frames in the present case are to be of cast steel of the shape required, our policy is not being varied. The whole of the material used in the construction of the proposed locomotive, apart from the two items referred to, will be of Australian production.

and has earned this by always endeavouring to give the public a square deal. About 1892 they had a hard struggle to exist, and members (which included Mr. J. W. Carter, D.R.S. Superintendent, Dandenong) had to dip deeply to finance the meeting. Since then, however, it has never looked back.

Stawell also holds the championship of the Wimmera Football League for 1925. These football fixtures have been a great source of income for the railways, as they produce more than £6000 for the season on a guarantee of £1800.

Other sporting bodies in the town consist of a racing club, golf, gun club, bowls, cricket (with a Railways team), lawn tennis and croquet, and now we are on the warpath with a Loco. tug of war team.

We would be pleased to accept a challenge from any other Railway team of five (5) men, aggregate weight to be 60 stone. No doubt this pull could be arranged to take place during the Easter Carnival Week.

The railway employees of the town take an active interest in all the activities of the town,

and a Queen Competition has just finished, in which they were represented by Miss L. Ross, daughter of our worthy president of the local centre; though only running second to the Queen of Sports (who was helped by several fair-sized contributions from clubs), we claim a moral victory, as the donations to the Railway Queen amounted to less than £20 in a total of £438 collected on her behalf, the rest being obtained by the hard-working committee running euchre parties, dances, jumble stalls and sale of gifts.

This competition was in aid of the local hospital and a sum of £2000 was asked for. Up to the present more than £3000 has been subscribed to this worthy object and £4000 is in sight.

We have also our Railway Dramatic Society (Mr. J. M. Hayes, conductor), which has proved of great assistance in helping worthy objects in the district. At the present time he is worthily engaged as the stage manager of a Minstrel Troupe, who are running a benefit for one of our mates who has for some time been laid aside with a serious illness.



# Technical Education Ensures Efficient Workmen

There are many splendid public-spirited men in the ranks of railwaymen in Victoria. Among them is Mr. S. C. Jones, Senior Officer in the Chief Mechanical Engineer's Office, who has been one of the keenest advocates of technical education in the State. Mr. Jones is now President of the Technical Schools Association. He here tells how the Caulfield Technical School came into being.



**H**AVING appreciated to the full the necessity for a complete system of technical education, in order that our primary and secondary industries might be staffed by efficient workers and supervisors, I have endeavoured, in a small way, to urge that there should be a progressive policy on the technical side of this State's educational activities.

We had the necessity for such training brought forcibly home to us during the Great War.

Australians have proved themselves in every avenue they have entered, but we have not had the facilities that obtained in some of the older countries.

However, technically trained men in Victoria have given a proof that it is of inestimable value, and some of our leading technical officers in Government departments owe their success to the splendid course of study provided by the Melbourne Technical School.

Being a resident of the southern suburbs, with a rapidly growing district of approximately 100,000 population adjacent, I was only too pleased to join the conference convened by Rev. Hugh Jones and Cr. Frank Groves, M.L.A., correspondent and president respectively of the Mordialloc School Committee.

This conference was called on July 8, 1915, at the Mordialloc Mechanics' Institute, where more than 80 delegates attended.

I was a delegate from the Glenhuntly State School, being the correspondent to that committee.

## Support from the Councils

This conference resolved to form an association, to be known as "an association for the establishment of a technical school in Caulfield to serve the districts from Malvern to Dandenong and Mornington."

Cr. Frank Groves, M.L.A., was elected president and I was hon. secretary.

We had a large deputation to the then Minister for Public Instruction (Mr. Lawson, M.L.A.), and, whilst sympathising with us, he suggested that we should offer some assistance to the Government.

We then decided to place a request before the various municipalities for a grant equal to a halfpenny in the pound of their annual rateable value for one year.

Having secured the promise of a substantial grant, we then arranged a further large and influential deputation to wait upon the Minister

for Education (the late Hon. W. A. Hutchison, M.L.A.).

We were favourably received, and the Minister informed the deputation that having realised the claims of our district for a technical school, he would recommend its establishment as soon as funds could be made available.

Shortly afterwards the Government approved of the recommendation.

The repatriation of the soldiers necessitated workshops being provided, and the first section of what was to be the Caulfield Technical School was erected and opened for classes in farriery, blacksmithing and wheelwrighting in August, 1920, at a cost of more than £5000.

At this time a council of management was elected, of which I had the honour to be a member, Cr. Frank Groves, M.L.A., being elected president. I was requested to act as hon. secretary of the Repatriation School, which I did for approximately two years, until the main building was erected and staff appointed.

## Technical Education is Popular

In February, 1922, the school was officially opened by the Premier (Mr. H. W. Lawson, M.L.A.), who congratulated those who had organised the movement for the provision of the Caulfield Technical School.

In the second year I was elected president of the council and was again re-elected in 1924. In the latter year I was also elected vice-president of the Technical Schools Association of Victoria.

The popularity of this form of education is evident by the fact that over 200 boys had to be turned away last year for want of accommodation.

During my two years as president the council concentrated on establishing a scholarship fund, and as a result the Caulfield Technical School is one of the best endowed in the State, as each year we disburse more than £200 in scholarships—the largest of these being the endowment from £1000 donated by the Caulfield Citizens' Patriotic League as a Memorial Scholarship.

At the annual conference of the Technical Schools Association, held in Stawell on 8th and 9th October, 1925, I had the honour of being elected president of that body. The aims and objects of this association are to co-operate for efficiency and do everything possible for the advancement of technical education in Victoria.

# District Transportation Activities

## Gippsland District

THE welcome change in the weather conditions and the fine fall of rain has greatly improved the prospects of the dairying season. Prior to the rain the position looked serious.

South Gippsland is generally well favoured in regard to rain, and the recent break in the weather has dispelled all anxiety that was being felt by the dairy farmers.

The pastures are now making excellent growth, and with the cool weather that has since followed the country is looking its best.

Butter factories in all parts of the district are working at full pressure. The new butter factory at Kongwak was opened in December. It is considered by experts to be one of the finest in the State, its capacity being estimated at from 30 to 40 tons a month.

Large numbers of sheep have been brought by rail from northern parts for grazing during the summer months.

The output of coal from the State Mine is increasing, and it is anticipated it will reach 3000 tons daily this month.

## Geelong District

SINCE last month the wheat stacks at North Geelong have been cleaned up, the s.s. Kentyre taking a shipment of 36,658 bags, whilst the balance of wheat (approximately 12,000 bags) was railed to stations inland. Last season was a record, a total of 4,073,184 bags being shipped, in comparison with 1,751,367 bags the previous season.

Up to date a total of 114,831 bales of wool have come to hand, compared with 94,494 bales for last year to corresponding date, whilst for season 1923-24 the total wool received amounted to 101,168 bales. It is expected that a further 10,000 bales will be received for the current year.

In connection with submission of accountancy returns to the Audit Office, the results attained for October indicate that the South-Western District put up a record performance for the State, by having only one return in late out of a total of 117 late returns for the State. This figure is considered excellent in view of the fact that approximately 2500 returns are submitted monthly from stations in this District.

## Seymour District

STRIPPING commenced in the Northern areas towards the end of November, and the first of the new season's wheat was carted to rail at Telford, Katunga, Nathalia and Picola on December 3. Owing to the hot weather and north winds in October and early part of November, the majority of the grain crops matured early and rapidly dried off, and the mid-November rains were too late to materially affect the yield.

A reliable independent estimate has put the yield in this district at 55 per cent. of the 1924-25 crop, giving approximately  $4\frac{1}{2}$  million bushels.

After meeting local milling and seeding requirements 70 per cent. of the district yield will be railed.

The bulk of the wool has now been railed and Mangalore was closed as a wool assembling station on November 28, 1925. However, in the highlands shearing continues till Christmas, and isolated truck loads will still be railed for some weeks.

It is proposed to establish Municipal Sale Yards at Tatura and Kyabram, and estimates have been prepared for an outlay of £5400 and £5660 respectively.

Since the rain orchardists in the Shepparton District have been somewhat perturbed by the appearance of rust and shot hole on apricots, and it is now feared that this crop will not be as heavy as anticipated. The presence of this trouble will also affect the cannery output. Other soft fruits are coming on well, and there is every indication of a heavy yield. The first of the early apricots were railed during the week ended December 6, 1925.

## Ballarat District

THE new District Inspection "Dodge" motor car is at last an actuality, and it already has proved its utility. Its appearance in this district created quite an interest. Mr. Molomby's "Buick" has been here also recently, and now a rail motor is to operate on the Dimboola-Rainbow line. (It will be operating some time when this appears in print.) Thus this district is being familiarised with all modern methods of Rail Transport.

The ever-growing district is reflected in the additional coal stage provision at Stawell, the existing stage being extended to hold in all 1250 tons of coal. This new addition of 300 tons capacity is complete, excepting for rails and barrows. The provision of another water crane (now under consideration) will remove most of the congestion now unavoidable with engines going into shed.

We are planning for another busy season. Until a few weeks ago this was an ever-vanishing hope. Now it is rumoured that this district will produce about 66 per cent. of last year's record crop. This means work, which will be in full swing as this is being read.

The Fuel Conservation Movement which in this district lagged quite a while has had a rejuvenation. At the November meeting held at Ballarat there were 24 new suggestions dealt with. With the ones held over from previous meeting, in all 71 suggestions were considered in a session lasting from 9 a.m. to 5.30 p.m.

Our district total to date is 422, with promise of several more.

## Bendigo District

THE wool traffic is practically over, and though the quantity transported this year was not quite equal to that of last year, it was noted that consignments were offered at a greater number of stations, thus indicating that there is an increasing number of farmers who are realising the value of running sheep to clean up their fallowed land and also that a greater number of Northern settlers have so far progressed that they are enabled to secure small lots of sheep for that purpose.

The new season's wheat is freely offering throughout the district, and although the harvest will not be equal to the average, the crops harvested to date indicate that the estimated yield will be exceeded.

The traffic in wool and lambs on the Balranald line has been heavy.

The "up" and "down" goods traffic throughout the year has been a record, and the building activities in many of the towns go to prove the confidence of people in the future of the district.

## Maryborough District

HARVESTING is in full swing, but owing to the dry weather conditions experienced only about a 50 per cent. crop will be obtained, and the work will be finished earlier than usual. Crops in the vicinity of Donald, and from Cowangie to Pinbaroo, are nearly up to normal.

The cream traffic, however, is keeping up, and large numbers of cans are railed to Newstead and Maryborough factories daily.

Up till December 1, 98,000 lambs have been put through the Donald Freezing Works. Of these, 73,000 have been despatched for shipment.

Metal and gravel traffic in the district has been maintained, and is responsible for the following October increases in revenue:—Rung Bong, £911; Talbot, £774; Bet Bet, £635; Clunes, £371. At Gypsum, revenue shows an increase, as compared with this month in 1921, of £272, owing to the growing demand for gypsum.

The down loading on the Mildura line is exceptionally heavy, and is likely to be maintained for some time. Heavy quantities of material are offering for the Country Roads Board, and in connection with the locks on the Murray and the erection of bridges at Mildura and Abbotsford.

# Economy is the Basis of Fuel Conservation

The first duty of the Railways is to carry passengers and freight, the second is to do this promptly and safely, and the third is to carry out the same duty economically. The Fuel Conservation Movement was designed with the last objective in view.



Members of the Metropolitan District Fuel Conservation Committee in Session.—Reading from Left to Right.—Sitting—Messrs. W. L. Brown (Fireman), P. McCabe (Yard Foreman), H. E. Reilly (Driver), R. Grace (Shunter), L. Datson (Fireman), H. J. K. Smith (Shunter), H. Desmond (Signalman), F. Lacey (Asst. Supt. of Melb. Yards), D. Beddoe (B. and S. Inspector), R. Durston (Assistant Engineer), W. T. Mills (Supervising Guard), W. Robert (Central C'tee., W. T. Cornish (Actg. Metro. R.S. Supt.), A. W. F. Smith (Supt. of Melb. Yards, and Chairman of the Meeting), F. P. O'Dea (Secretary), A. Sleeth (Yard Foreman), T. Riley (Guard), E. Herbert (Ldg. Hand Train Examiner), T. Brooking (Driver), H. Urban (Sub. Foreman, North Melbourne C. and W. Shops). Standing—Messrs. J. Wilkinson (Control Officer, Melb. Yard), F. Archer (Driver), B. Fitzgerald (Signalman), A. J. Jones (Act. Foreman, North Melb. Loco.).

## Hats Off to the Railroads!

**I** HOLD no brief for them, as I pay full fare, and glad to. But I note what a popular pastime it is lambasting the railways.

Why?

I've spent at least three days a week on the road since last November, and had to make all kinds of connections.

Never once have I been late in all that time. Through winter storm and spring freshets on time we always were.

I ate as fine meals in diners as I could get in the best hotels, at prices a good deal less.

I slept in clean, comfortable beds, at prices less than a good hotel.

I never received a sharp, cross word from a single individual. Instead, I found cordiality everywhere.

Where is there anything that contributes quite as much to our comfort and prosperity as our railroads?

Where should we ever be without them?

If they can do this in spite of all the knocking, what couldn't they do if we'd work with 'em and try a little boosting?

Think it over.

—Speaker at a Rotary Club Meeting in Toledo.

**Aluminium Chairs in Dinners.**—The Pennsylvania Railroad, U.S.A., has decided to equip its 139 dining cars with aluminium chairs. This is the first railroad in the world to use aluminium chairs in dining cars. The advantages are said to be the elimination of all fire hazard. Aluminium also provides the necessary strength and rigidity with less weight than any other material, either wood or metal.

Fifty years ago Flinders Street station and railway yard was a very different thing from what it is in these days. In the February issue of the "Magazine" one of our contributors looks into the past and tells us what the Yard was like in the very early days. You will also see a very interesting photograph showing the Yard before the Viaduct was built, and even before Queen's Bridge came into being.

Cleanliness is one of the features of Victorian railway rolling stock, and the next issue will also contain an article describing the means adopted for the cleaning and preparation of Victoria's rolling stock for the road.

## Live Stock Notes

**D**URING the month of November last year the Department handled 15,931 trucks of live stock, compared with 12,791 for the same month in 1924.

This satisfactory increase is due to extra markets and more cross-country traffic, says Mr. Fitzpatrick, the Live Stock Agent.

## Interesting Railway People

### George Dando Has Been Head Porter for 22 Years



**N**EXT time you're over at Princes Bridge railway station, keep a look out for George Dando, who has been head porter there for the past ten years.

If you're a regular traveller you will, of course, know him by sight; but if not, just go over to the busiest part of the platform, the part where there is most work to be done, and you'll be sure to find George—a genial, good-humoured railwayman with an infectious smile and the proud title "Head Porter" on his cap, directing affairs with the dexterity and confidence born of 22 years' experience in the duties of that position.

He joined up in 1890, and, peculiarly enough, his first job was as a porter at Princes Bridge. At that time Tasmanian Railway Commissioner Miscamble was working in the big signal-box nearby, and the late Mr. Privett was stationmaster at Princes Bridge.

Following on experience as porter, shunter, suburban guard and acting parcels foreman, George was at length appointed acting head porter, and had active service in many parts of the State. After acting in that position for 12 years, he received his appointment and came to Princes Bridge, so the indications are that he will earn the distinction of finishing up at the same station at which he began 36 years ago.

Ambulance work has always claimed a large part of his spare time, and he has vivid recollections of the big Richmond smash. Word came through on the 'phone, and George, rushing out of the office, summoned a handful of men, and, armed with stretchers and first aid equipment, dashed down to Flinders Street, boarded a moving train, and arrived at Richmond inside 15 minutes.

At the inquiry into the accident their promptitude was specially commended.

### Cricketer, Footballer, Actor and Safe Working Instructor

**A**LTHOUGH his railway career has extended over only 19 years, Mr. J. C. Clarke has had experience as clerk, porter and signalman, and has been appointed to the responsible position of Instructor of the Safe Working Class at the Institute.

When he took charge of the class in 1924, the customary attendance at the oral classes was something like six or eight. It is now in the neighbourhood of 50 or 60, while the rolls bear the names of 785 students, 411 of whom learn the intricacies of staff and ticket operation by correspondence.

"One of the most encouraging aspects of the job," says Mr. Clarke, "is the large number of Way and Works men who have taken up this course. Although they have not the opportunity to acquire practical experience of Safe Working—essentially a Transportation man's job—yet such is their enthusiasm and diligence that not one of them who has taken up the course has failed to pass the exam."

Mr. Clarke had a trying 18 months on the Beech Forest line during 1911-12, when the track was being ballasted. Accommodation was naturally scarce, and he moved about, performing the train staff and ticket duties in little tin huts at such places as Weeaprounah, Barongarook and Wylangta, and incidentally acquiring a thorough grounding in Safe Working principles which has made him a recognised authority on the subject and enabled him to pass the alarming week's examination for the position of instructor with flying colours.

He doesn't spend all his time in the classroom, though. He has played senior football with the Colac Association and in the Geelong local league, and was also a well-known cricketer when located in those districts. In addition, he is a prominent member of the Institute Dramatic Society.



## Presentation of Prizes to Successful Institute Competitors

THE Victorian Railways Institute is carrying on a wonderful educational work by stimulating study and placing a multiplicity of attainments within the reach of its members, and it is pleasing to notice how successfully many are studying the art of elocution," observed Mr. A. J. Hawkins, the well-known teacher of elocution and adjudicator at the recent Institute Musical and Elocutionary Competitions, before the presentation of the prizes and awards to the successful competitors in the Concert Hall on Saturday evening, November 21.

Mr. Hawkins has had 12 years' experience in teaching, and his interesting comments on the standard of elocution in the competitions were listened to attentively by a large audience.

"With regard to the work generally," he declared, "there was but little that was indifferent, there was much that was good and

there was not a little that was very good indeed."

Emphasis and phrasing were sometimes faulty, pronunciation on the whole commendable, gestures well restrained and appropriate, and affectation happily rare.

"I must congratulate the General Secretary, Mr. Galbraith, and Mr. Deller for running this series of competitions without one jarring note," added Mr. Hawkins, "and I shall remember my experiences as adjudicator with very great pleasure."

The prizes were then distributed by Mr. W. Phelan, Vice-President of the Institute, the President (Mr. J. S. Rees) being unavoidably absent.

On the following Saturday, November 28, the awards were made to the successful competitors in the musical, instrumental and vocal sections by Mr. E. Richard.

On both evenings an excellent programme was provided by the prize-winners.

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## New Year's Educational Classes

THE Educational Classes for 1926 will reassemble on Monday, February 1. They comprise Oral Classes at Melbourne, Ararat, Bendigo, Ballarat, Benalla, Colac, Geelong, Hamilton, Korumburra, Maryborough, Seymour, Stawell, Traralgon, Wonthaggi and Wodonga, as well as correspondence courses, which apply to the whole of the State.

The Oral Classes include Accountancy, Applied Mechanics, Algebra, Bookkeeping, Building Construction, Electricity and Magnetism, Engine Working and Westinghouse Brake, English Course (Arithmetic, Grammar and Geography), Mechanical Drawing, Safe Working, Shorthand, Station Accounts and Management, Typewriting, Modern Languages (French, German, Italian, etc.), Economics, History, Psychology and Literature.

Correspondence Courses include Arithmetic, Algebra, English, Engine Working and Westinghouse Brake, Shorthand, Safe Working, Station Accounts and Management, Permanent Way Maintenance and Construction. With such a variety of Educational Subjects to choose from, Railwaymen have exceptional advantages to gain knowledge, and the Victorian Railways Institute invites those who thus wish to be benefitted to participate in the golden opportunities here offered.

Melbourne Division.—Classes which commence on Monday, February 1, are open to all employees who are financial members of the Institute, and who have paid one year's subscription in advance, or who have signed the official form authorising the collection of subscriptions through the agency of the Departmental pay rolls.

Students will be charged a registration fee of 1/- for enrolment each class. Upon joining a class, an enrolment form must be presented to the Instructor. Students may obtain a free card pass (first or second class, according to Departmental status), available from the station nearest to his home, to Flinders Street and return, on application to the Head of his Branch.

### TERMS.

The class work is divided into four terms of 10 weeks, as follows:—First Term—February 1 to April 10. Second Term—April 19 to June 26. Third Term—July 5 to September 11. Fourth Term—September 20 to November 27. Social Division, 1926.—Classes will commence in all Social Classes on Monday, February 1, and the year will be divided into four terms of 10 weeks, with one week's vacation between each term, concluding the year's work on Saturday, November 27.

The following Instructors and Instructresses have been appointed:—

Melbourne.—Dancing: Miss Dorothy Gladstone. Dramatic Art Elocution and Public Speaking: Miss Winifred Moverley. Pianoforte: Mr. Reginald W. Brown. Singing Voice Culture: Mr. and Madame Gregor Wood. Violin and Stringed Instruments: Mrs. Agnew Smythe.

Country Centre Areas.—The following Instructresses, subject to confirmation by the local committees, shall be appointed:—Ballarat—Pianoforte: Miss T. E. Howarth. Violin: Miss M. Dorrington. Benalla—Pianoforte: Miss M. Rabilly. Maryborough—Pianoforte: Miss L. Kerr.

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I WISH to express my appreciation for the capable manner in which our consignments from your station have been handled this season. Kindly extend my thanks to your staff.—A. H. Smart, Nursery Manager, Law, Somner Pty. Ltd. writing to S.M., Toorak.

[This firm reports an exceptionally heavy year, 3000 more consignments being handled than in any previous year.]

IT is interesting to note the marked improvement that has operated in the running of the Adelaide-Melbourne express trains over the Victorian section.

Special efforts were made to improve the service, and as a result more than 80 per cent. of the express trains were run sharply to time during September. This compares with 63 per cent. in the same month last year, while, in addition, train loads have been increased equivalent to 28 vehicles.



*The fair sex of the  
Institute office staff.  
Left to Right—Miss  
D. Symons, F.  
Kemp, A. Payne, I.  
Galbraith, A. Ca-  
hill, E. Doolan, J.  
Cromb, and C. Wat-  
kins.*

## Country Institute Reports

**ARARAT.**—Our meetings here are being very well attended, and we have now 18 members on our general committee. Six new names—Messrs. Ashford, Fahey, Dye, McClure, Bartlett and Manning—were recently added, and we are all anxiously looking forward to our new building being started almost immediately. Also a lot of the townspeople are taking a great interest in this Institution, which undoubtedly will be an acquisition to the town. Our last euchre tournament was won by Mrs. Wilson and Mr. Ryan, Railway Road Foreman, with nine games each, while Mrs. Lowerson and Mrs. Gazzard tied for prize at the secret table with eight games each. An aggregate prize extending over eight Saturday nights is being given, commencing 7th inst., and we expect this to be keenly competed for by our numerous patrons.—J.F.

## Instructors' Conference

On November 26 and 27 a conference was held at the Institute of engine working and Westinghouse brake instructors.

Delegates who attended were Messrs. C. Wake, F. Bray, F. Palmer, W. Brun, F. A. Groucher, W. C. Miller, A. Lowerson, L. Ashworth, S. Brogan, C. House, W. Stubbs, G. Lynch, J. Geany, R. Cornall, H. Baker, W. Llewellyn, and F. Beadle.

Much important business was gone through, and several interesting matters of a technical nature discussed.

## The Interesting Story of the Steam Whistle

IT was just one hundred years ago, in 1825, that the Stockton and Darlington railway was opened for traffic in England.

The first serious crossing accident on the road took place on September 15, 1830, when the Hon. William Huskisson, a Cabinet Minister, was killed, who incidentally was the first man killed by a locomotive.

Another accident occurred on May 4, 1833, when a train collided with a farmer's wagon, containing 50 pounds of butter and 80 dozen eggs, on a crossing between Thornton and Bagworth, England, after which a meeting of the directors was called to consider what steps could be taken to obviate a repetition of such accidents.

Stephenson made the suggestion of the steam whistle, which was welcomed, and accepted by the directors, and a musical instrument-maker in the town of Leicester was engaged to make it.

The trumpet, or horn, as it was called, was about 18in. long and 6in. across the bell, and had a weird and effective sound.

## Institute Building at Traralgon

At Traralgon recently the Chairman of Commissioners (Mr. Clapp) was approached by representatives of the townspeople and local railwaymen, and requested to have a portable building provided for Institute members at that station. It was stated that £180 had been collected to equip the building, and the Chairman promised that the matter would receive consideration. The Chief Engineer of Way and Works has been directed to inquire into the matter.

The affiliation of the Victorian Railways Rifle Club with the Institute is now practically an accomplished fact, and it is anticipated that early in the year the club will become part and parcel of the Institute.

Miss Winifred Moverley, Instructress in Dramatic Art, Elocution and Public Speaking, has written to the Council of the Institute as follows:—

"May I offer my congratulations to you and your Committee on the idea of awarding trophies for your events at the Musical and Elocutionary Competitions, and giving each winning competitor an order to obtain what he or she desires.

"I wondered in the first place how this arrangement would act, but on Saturday night I was convinced that it is absolutely the best idea I know of.

"When I saw the array of beautiful things I was quite envious, for I looked back upon unnecessary and useless medals, certificates and money, the last of which I had generally spent in further study.

"I was greatly pleased with the performance on both Saturday nights, and the manner in which the trophies were given, while, as I have said, the trophies themselves were delightful."

Mr. E. W. Bieske, who was recently transferred to Stawell as Stationmaster, and who has since taken a keen and active interest in Institute work at that centre, has been appointed Honorary Vice-Chairman of the local branch.



**ARARAT INSTITUTE GENERAL  
COMMITTEE.**

*Left to Right.—Sitting—Messrs. Ashford, Lillis (Vice-Pres.), Hayes (Pres.), Loverson (Secretary), McNamara. Standing—Messrs. Bartlett, Seeley, Syme, James, O'Donnell, Dye, Finch, McCure, Fahey.*



# Personal.



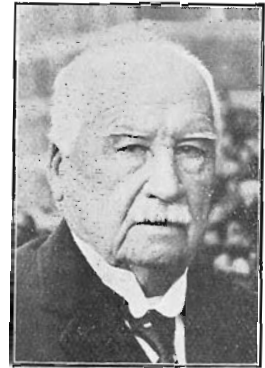
**T**HIS year is the 13th anniversary of the retirement from the service of Thomas Hale Woodroffe, who was Chief Mechanical Manager in the Victorian Railways for 20 years.

He entered the service in January, 1861, a lad of 13, was one of the first boys employed at the old Williamstown Shops, and retired in 1913, thus having 52 years' service. He had experience in the Existing Lines Branch, where he eventually became Chief Engineer.

In 1893 he was appointed Chief Mechanical Engineer, and the next year, while still occupying that position, was appointed one of the three Acting Railways Commissioners, continuing those dual duties until 1896, when the management was changed to a single Commissioner.

Mr. Woodroffe was first Honorary President of the Institute, and on his retirement from the Railways his many friends and admirers gave him a substantial gift of money, which he generously handed over to the council of the Institute for the purpose of establishing a yearly prize to be awarded to a successful student in one or other of the educational classes of the Institute.

This prize is now well known as the "T. H. Woodroffe Prize." Although now 77, Mr. Woodroffe is still hale and hearty.



## Retiring S.M. Honored

When Mr. J. G. Clark recently retired from the position of S.M. at Creswick, and left the Railway Service, having reached the retiring age, much satisfaction was expressed locally that Mr. and Mrs. Clark intended to continue to reside here. In recognition of Mr. Clark's faithful discharge of his duties of Stationmaster, the residents decided to tender Mr. and Mrs. Clark a social and presentation, and the social took place in the A.N.A. Hall.

Sir Alexander Peacock presented Mr. and Mrs. Clark with a silver entree dish, and Mr. Clark with a pair of brushes, on behalf of the residents, and with a framed certificate from the Ballarat Branch of the Victorian Railways Union, for which he had acted as collector. Mr. T. H. Mackay spoke for the Railway Service, Rev. T. Green for the Methodist Church, Rev. S. A. Eastman for the I.O.R., Rev. R. Thomson, Crs. W. P. Northcott and G. Tait, and Mr. F. Gibbs also spoke.

**FAREWELL TO MR. W. MCKEDDIE.**—The Federal Hall, Seymour, was the scene of a pleasant function on November 1, when about 50 engineers assembled to say farewell to Mr. W. McKeddie, who recently retired from the Service.

As an engineman, and later, as a foreman, Mr. McKeddie was most popular.

Mr. M. Ryan, Rolling Stock Superintendent, said he had known Mr. McKeddie for many years, and knew that he was a friend to both old and young in the Service.

There were several other felicitous speeches, and Mr. H. Green, on behalf of the staff, then presented Mr. McKeddie with a solid silver tea and coffee service, suitably inscribed.

**Goods Guard H. Hollis**, Geelong, has been promoted and transferred to Echuca on 27/11/25 as **Pass Guard**. Mr. Hollis has been a member of the District Fuel Conservation Committee and was also an active worker in the local branch of the A.R. Union.

**Leading Shunter J. S. Reece**, Hamilton, has been promoted and transferred to Coleraine as **Goods Guard**, vice **Guard Woolcock**, transferred to Melbourne Yards.

## Long Service

*Mr. R. J. Stanistreet, Stationmaster, Dandenong, who retires this month, has not during his 43 years' service missed one day on account of sickness.*

*This is said to constitute a record.*

*Perhaps there may be other officers of the Department with similar long records. If so, the "Magazine" Editor would like to hear from them.*

**Mr. W. Boyd**, R.S.M., who recently returned from a term of practical railroading in America and who has since been carrying out special duties in Room 2, was presented with a pipe by the staff on the occasion of his leaving the Department with twelve months' leave of absence.

The gift was handed over by the Chief Time Tables Officer, Mr. H. Cooke, and representatives of the four different rooms also made some flattering remarks.



*Touch typists in the making. The typewriting class at the Melbourne centre of the Victorian Railways Institute. Mr. T. W. Mather, F.C.T.S., instructor, standing at the rear.*



Patrons of the Castlemaine Refreshment Rooms will recognise this smiling quartette, which forms the staff. They are (from left to right).—Ethel Thomas, Ita Fogarty, Stella Thomas, and Annie McKendry.

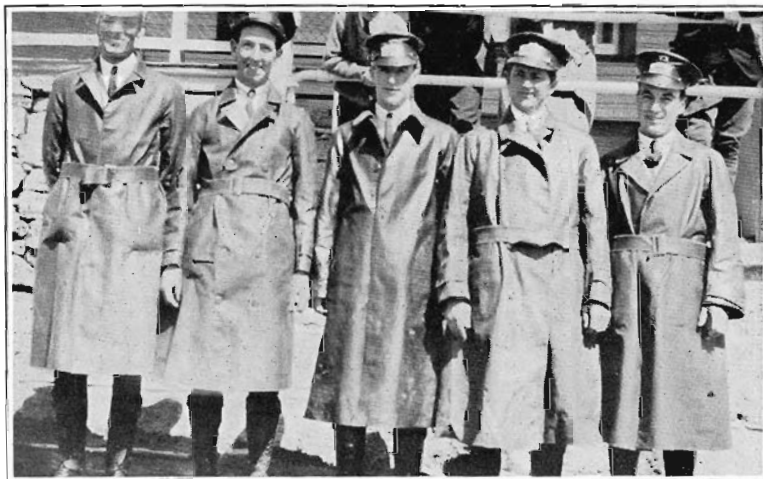
Mr. N. Carnsew, a member of the Hopetoun railway staff, has been transferred to Birchlip. He was a prominent member of the local football and cricket teams.

On the occasion of his transfer from St. Arnaud to Kyneton, Mr. G. Henderson, of the local station staff, was entertained at a farewell social, and presented with a xylonite shaving outfit.

Mr. Henderson was captain of the St. Arnaud football club.

Mr. Arthur H. Olsson, formerly Principal Fares Clerk and Deputy General Passenger and Freight Agent, who retired from the railways in April, 1924, and has since been on a visit to the Old Country, came home last week.

Drivers on the Victorian Railways Motors to the Chalet at Mt. Buffalo look neat and trim in their businesslike caps and leather coats. They are kept busy transporting the large number of tourists now visiting this popular mountain resort.



## Last Mile Post

The recent death of Mr. H. R. Simmons, an old retired railwayman, will be particularly regretted by those Institute members who remember him as a councillor for three years—1914, 1915 and 1916, in which year he retired.

Mr. Simmons was an engine driver at Port Melbourne for many years, and rendered valuable service to the Institute as a member of the Social and Amusements Committee. His death followed a short illness.



Uniforms for chauffeurs on the 'buses of the Victorian Railways Department are smart in appearance and effective in design. The cloth is of dark green with cap to match. Chauffeur Cobby is here seen on the day the 'bus started running between Melbourne and Geelong. He saw service as an officer with the Australian Flying Corps during the war.



## Wedding Bells

In the Printing and Stationery Division of the Stores Branch the fashion matrimonial seems to have as great a hold upon the young men as ever, and their entrance into the increasing circle of benedicts is always greeted by some pleasing memento by the staff. We are pleased to record the name of George M. Croker among those valiant young men and true.

The bride was Miss Edna Knight, and the wedding took place at All Souls' Church of England, Sandringham, on October 24, 1925.

Suitable presents from his shop comrades were



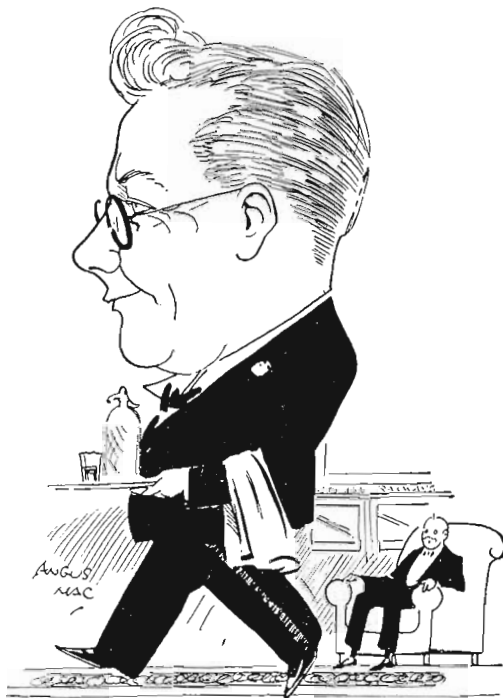
handed to Mr. Croker by Mr. Milton F. Gray, Printing Officer, who, during the course of his remarks, spoke highly of the popularity of the recipient; concluding by wishing the young pair every happiness in life. Several other officers also spoke their congratulations.

Miss Kittie McMahon, eldest daughter of Mr. and Mrs. Thos. McMahon, Korong Vale, late of Eaglehawk, to Mr. Frank O'Brien, youngest son of Mr. and Mrs. Thos. O'Brien, of North Fitzroy, Melbourne. Mr. O'Brien is a Relieving Stationmaster in the Northern District.

**PRESENTATIONS AT VICTORIAN RAILWAYS TECHNICAL COLLEGE.**—On the eve of the completion of their course of study at the college, the third year students made presentations to the members of the staff of the college. Apprentices Frost and Napper referred to the esteem in which the staff was held, and the interest taken in the students. The principal (Mr. O. E. Nilsson), in responding, thanked the apprentices for their gifts and good wishes; such a friendly feeling all round was most encouraging. He asked the apprentices to be "big brothers" to all new apprentices entering the Department, and to help and encourage them in their new work. He also pointed out the fact that the happy man is he who is interested in his job, and knows and acts up to the old saying, "Things worth doing are worth doing well." The other members of the staff suitably responded.—F.T.J.

At the time of our going to press, it was expected that Mr. H. P. Colwell, Chief Electrical Engineer, who has been on a visit to America and Europe, would return to Melbourne before Christmas. Arrangements were to be made to give him a hearty welcome home.

Mr. A. E. Colson, Block and Signal Inspector, has just landed home after a nine months' trip to America, England and the Continent. We hope to have some news from him for our next issue.



One of the most exacting jobs on a tour of the Victorian National Resources Development (Reso.) Trains is that of Steward of the Dining Car Services. Frank Newman filled the bill to a T on Tour No. 11, in November. No wonder the Resonians called him into the Observation Car on the final run home and sang, "For He's a Jolly Good Fellow."

Mr. S. Hussey, of the West Australian Railways, was a welcome visitor to the Victorian Railways Institute the other day. Mr. Hussey expressed pleasure at all he had seen and learned about the excellent provision the Railways Commissioners had made for the training of their staff, as well as the thoughtfulness which had made such adequate arrangements for ministering to the social side of the life of the railwaymen.

Character representations of the Victorian Railways Slogan, "Eat More Fruit," are always popular at Fancy Dress Carnivals. Here is the wife of one of Melbourne's leading fruit exporters in an Eat More Fruit Costume at the Mentone Old Grammarians' Fancy Dress Ball.



## VICTORIAN RAILWAYS INSTITUTE.

### DEPARTMENTAL EDUCATIONAL CLASSES, 1926.

#### MELBOURNE DIVISION.

Classes commence 1st February, and are open to all Financial Members of the Institute who have paid one year's subscription in advance or have signed form of authority to collect subscriptions through Pay Rolls.

REGISTRATION FEE.—1/- will be charged to students for enrolment in each class. Enrolment Form must be produced to Instructor upon joining a Class.

Each Member attending Classes may obtain a Free Card Pass (First or Second Class, according to Departmental status), available from the station nearest to his home, to Flinders Street and return Application to be made by the Member to the head of his Branch.

#### TERMS:

The CLASS WORK is divided into FOUR TERMS of 10 Weeks each, as follows:—

1st TERM—1st February to 10th April.	3rd TERM—5th July to 11th September.
2nd TERM—19th April to 26th June.	4th TERM—20th September to 27th November.

#### SYLLABUS OF ORAL CLASSES:

CLASS.	DAY.	TIME.
AMBULANCE .. .. .	Arranged by V.R. Dept. (see Weekly Notice)	—
APPLIED MECHANICS .. .. .	Wednesday .. .. .	7.30 p.m.
BUILDING CONSTRUCTION .. .. .	Tuesday .. .. .	7.30 p.m.
ELECTRICITY AND MAGNETISM— Grade I.—First Year .. .. .	Monday .. .. .	7.30 p.m.
"  II.—Second Year .. .. .	Tuesday .. .. .	
"  III.—Demonstration .. .. .	Friday .. .. .	
ENGINE WORKING AND WESTINGHOUSE BRAKE	Wednesday .. .. .	7.0 p.m.
ENGLISH COURSE (i.e. Arithmetic, Geography, Grammar)— 1st Grade .. .. .	Friday .. .. .	7.30 p.m.
2nd Grade .. .. .	Thursday .. .. .	7.30 p.m.
ALGEBRA— 1st Grade .. .. .	Monday .. .. .	7.30 p.m.
2nd Grade .. .. .	Tuesday .. .. .	7.30 p.m.
MECHANICAL DRAWING— 1st Grade .. .. .	Monday .. .. . Wednesday .. .. .	7.30 p.m.
2nd Grade .. .. .		
3rd Grade .. .. .		
SAFE WORKING—Train Running, Guard's and Enginenen's Duties, etc., Signalling	Monday .. .. .	10.0 a.m. and
	Tuesday .. .. .	7.30 p.m.
	Thursday .. .. .	10 a.m. & 3 p.m.
SHORTHAND— Theory Elementary .. .. .	Tuesday .. .. .	7.30 p.m.
Theory Advanced .. .. .	Thursday .. .. .	5.0 p.m.
Speed Course .. .. .	Tuesday .. .. .	5.0 p.m.
"  " .. .. .	Thursday .. .. .	7.30 p.m.
STATION ACCOUNTS AND MANAGEMENT .. .. .	Monday .. .. .	10.0 a.m. and
	Tuesday .. .. .	2.45 p.m.
	Thursday .. .. .	7.30 p.m.
TELEGRAPHY Practice and Theory .. .. .	Monday and Thursday .. .. .	9.30 a.m. till 1.30 p.m. and 7.30 p.m.
	Tuesday, Wednesday, Friday .. .. .	9.30 a.m. till 5.0 p.m.
TYPEWRITING .. .. .	Wednesday .. .. .	5.0 p.m. and 7.30 p.m.
ACCOUNTANCY— Intermediate Course .. .. .	Tuesday and Friday .. .. .	7.0 p.m.
Final Course .. .. .	Tuesday .. .. .	6.0 p.m.
BOOKKEEPING— Commercial Course .. .. .	Friday .. .. .	6.0 p.m.
HIGHER EDUCATION— Modern Languages, viz., French, German, etc.	Monday .. .. .	7.30 p.m.
Economics, History, Psychology Literature, etc. (Subjects selected by Students)	Tuesday .. .. .	
ART—i.e., Landscape Painting, Oil and Water Colour Painting, Commercial Art and Design .. .. .	Classes commence in April	—
	Saturday .. .. .	2.30 p.m.

Students are advised that at the close of the Educational Classes each year examinations are held in all subjects for those who have enrolled and attended not less than 45 per cent. of the possible attendances.

The prizes available to Institute Students are—The "Harold Clapp" Prize under three divisions, viz:

Division (a) Prize, £7. Division (b) Prize, £7. Division (c) Prize, £7.

The "J. C. M. Rolland" Prize, £5 5s.

The above-mentioned are special prizes. The following are awarded as First Prizes in all subjects: "T. H. Woodroffe" Prize, presented by the late Chief Mechanical Engineer, T. H. Woodroffe. "Peter Alexander Memorial" and "W. R. Brown Memorial" Prizes, and Council First Prizes; in addition to which the Council awards a Second Prize for each Subject (in each grade) of the examinations.



### CENTRAL RAILWAY SPORTS GROUND

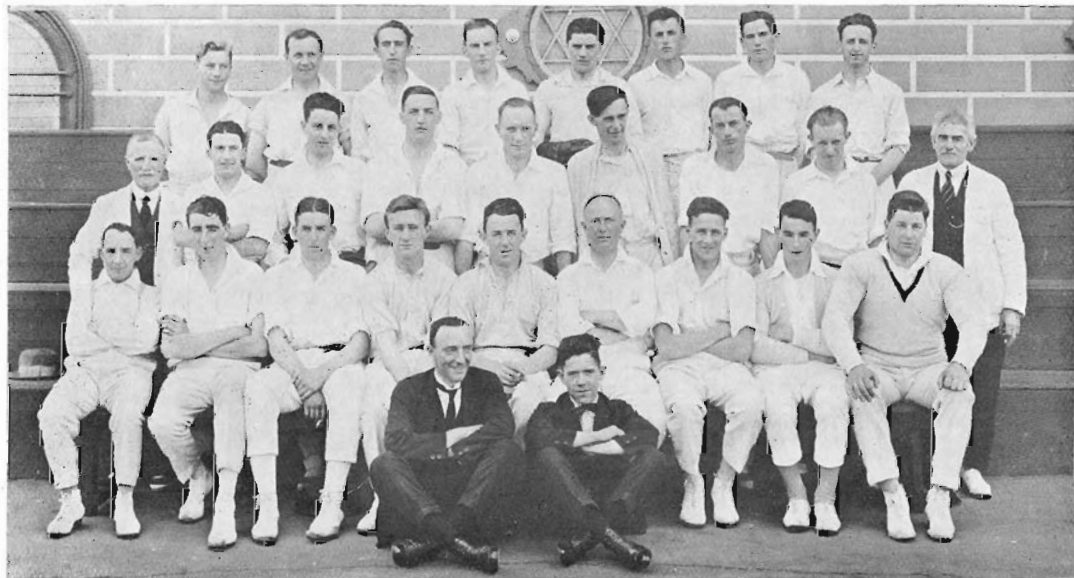
*I*N our November issue, last year, reference was made to an interesting suggestion by Mr. Farrell, Clerk, in the Head Office, that a central railway sports ground be formed on land near the Jolimont Sub-station, which would serve as the recognised sports oval for Victorian railwaymen.

The Institute Council has taken the matter up and asks that representatives of every railway outdoor sports association in the service get in touch with the General Secretary, so that a conference may be held to discuss the matter.

It need hardly be stressed that the co-operation of every railway sports association and club is essential if this ambitious project is to materialise, and, as all railwaymen will benefit by the establishment of such a ground, the Council trusts that there will not be one association unrepresented at the conference.

The Institute representatives are Messrs. Rees, Phelan, Conlan, Arthur, Hyland, Ryan, Cahill, Dowsett and Guyot.

## Second Annual Interbranch Cricket Match



Secretary's Branch v. Signals and Telegraph Branch—Played at South Melbourne Cricket Ground November 26. Won by Signals and Telegraph Branch by 22 runs on 1st. innings. Back Row—P. H. McArthur, J. L. Timewell, J. Baird, A. Hosking, A. E. Carr, C. Cousins, K. Proctor, R. Wilson. Standing—A. MacDonald (Umpire), R. Dabb, T. Lewis, A. J. Thornton, F. Reeching, A. J. Letham, A. V. Stenning, J. J. Hennessy, J. Satchell (Umpire). Sitting—J. T. Keefe, J. Williams, G. McRae, J. F. Way, L. F. Ward (Capt. Sec.'s Office Team), J. E. Ford (Capt. Sigs. and Telegraph Team), A. J. B. Deacon, F. Tranter, A. J. Manley. In Front—R. O'Brien, L. Williams (Scorers).

# Golf Shots—The Putt

By C. R. Lynch

**A**N eminent golfer has said that "driving" is an art, "approaching" a science, and "putting" an inspiration, and verily indeed would the aphorism be golden if it were intended to apply alone to that most treacherous of all golf shots, "the putt." And why? "Putting knows no laws." Is it not in the experience of all golfers that at times the most unorthodox in their methods are the deadliest of putters, and while we inwardly chuckle at their style, crude as it appears, they keep on collecting our odd sixpences as often as we venture to pit our own methods against theirs? Seemingly this has its own explanation, as apparently no orthodox style exists or is in vogue to direct unerringly the ball into the hole.

Many methods are preached, but beyond a few principles, which are generally accepted as sound, no royal road or definite system has been devised to permit of consistent accuracy in putting. Instinct or inspiration, if you like, enters largely into it, which explains in a measure why most of our putts go down one day, to go amiss the next. What, then, are the principles that exist, and may be followed to improve our putting? Firstly, it seems essential to keep the head and body motionless, but there is a great deal more to be done.

Having taken up our stance, the one in which we feel the most comfortable, and placed the face of the club in perfect alignment to the line to be followed—not necessarily to the hole, as undulations and slopes have to be allowed for—the drawing back of the club, the correct contact with the ball, and the ultimate finish of the club exercises important functions.

In the first place, in taking back the club, it must be kept in the same plane as the line to be followed through the ball, but not too far back.

## Head Office Cricket Club

**HEAD OFFICE CRICKET CLUB.**—Spent an enjoyable day's outing in perfect weather to Yarra Glen on Sunday, December 6, 1925.

During the morning the "Telegraph Handicap" took place, in which there were 15 starters, and resulted in a popular win for A. Ingram, with W. Orchard a close second.

After lunch a cricket match took place between the married men and the bachelors, the scores resulting as follows:—Bachelors 114, Married Men 80. The outstanding man of the match was C. Gordon, who batted and bowled with good judgment for the single men.

The outing was brought to a close with a very fine tea, and many toasts were honored, which all helped to make the trip a very fine one.—A.M.G.

## Tennis Challenge Match

The Telegraph and Train Running Tennis Club met and defeated Newport Power House in a match on Saturday, November 14. Teams:—Telegraph and Train Running: Lewis, Dempster, Black and Kydd. Newport: Watson, Johnson, Holdaway and Mulvany. Scores:—Doubles: Lewis-Black d. Watson-Johnson, 6-1, 2-6, 6-5; Dempster-Kydd d. Holdaway-Mulvany, 6-2, 6-4; Lewis-Black d. Holdaway-Mulvany, 6-4, 6-2; Watson-Johnson d. Dempster-Kydd, 6-2, 6-5. Singles: Lewis d. Watson, 6-0, 6-1; Dempster d. Johnson, 6-0, 6-2; Black d. Holdaway, 6-2, 6-3; Mulvany d. Kydd, 2-6, 6-2, 6-3. Telegraph and Train Running, 6 rubbers, 13 sets, 92 games; Newport, 2 rubbers, 5 sets, 58 games.

Mr. Spencer, Primrose Hill, Dartmoor, writes to Mr. Talliday, S.M., Ararat, thanking him for kindness in seeing to his comfort while he was recently travelling homewards an invalid. Mr. Spencer specially mentions the kind attention he received from the Sub-Manager of the Refreshment Rooms, together with the Head Porter.

If the slightest arc is formed the margin for error creeps in, and the accuracy of the hit is jeopardised. After contact with the ball, let the club follow through, but beware of the left wrist turning over.

A noted British golfer—who has given much thought to this stroke—who was an indifferent putter, discovered that his ball frequently ran to the left of the tin and set himself to devise means to check the rolling tendency of the left wrist by turning it a long way over the shaft of the club, so that he could see all four knuckles of the back of the hand, and by placing the elbow so that it was pointing to the hole, he effectively overcame the pull, as by the means he adopted he checked the left wrist from turning over, and his putting immediately improved. For short putts a restful position is attained by placing the left foot in line with the hole, and the right foot at right angles to it, with the right forearm resting on the right thigh.

This gives poise, and assists in keeping the body still, but if your own style is comfortable, do not alter it. In submitting this one phase of the stroke to my readers I feel that my contribution has not been in vain. It has one merit—it is not my own idea, but I have adopted it, and find I do not now pull my putts as formerly.

It must be understood that these remarks apply to putts of varying distances up to 10ft.; beyond this the ordinary grip may be adopted, and the stance opened. A proper sense of distance may be acquired by practice, but to some this comes as an instinct, and it was due in a large measure to this extraordinary faculty that enabled Kirkwood to establish so many records on the various links in Australia, many of which he visited for the first time.

### HELP WANTED!

*Wanted: A man who can find things to be done without the help of the manager and the foreman.*

*A man who looks you straight in the eye and tells the truth every time.*

*A man who does not pity himself for having to work.*

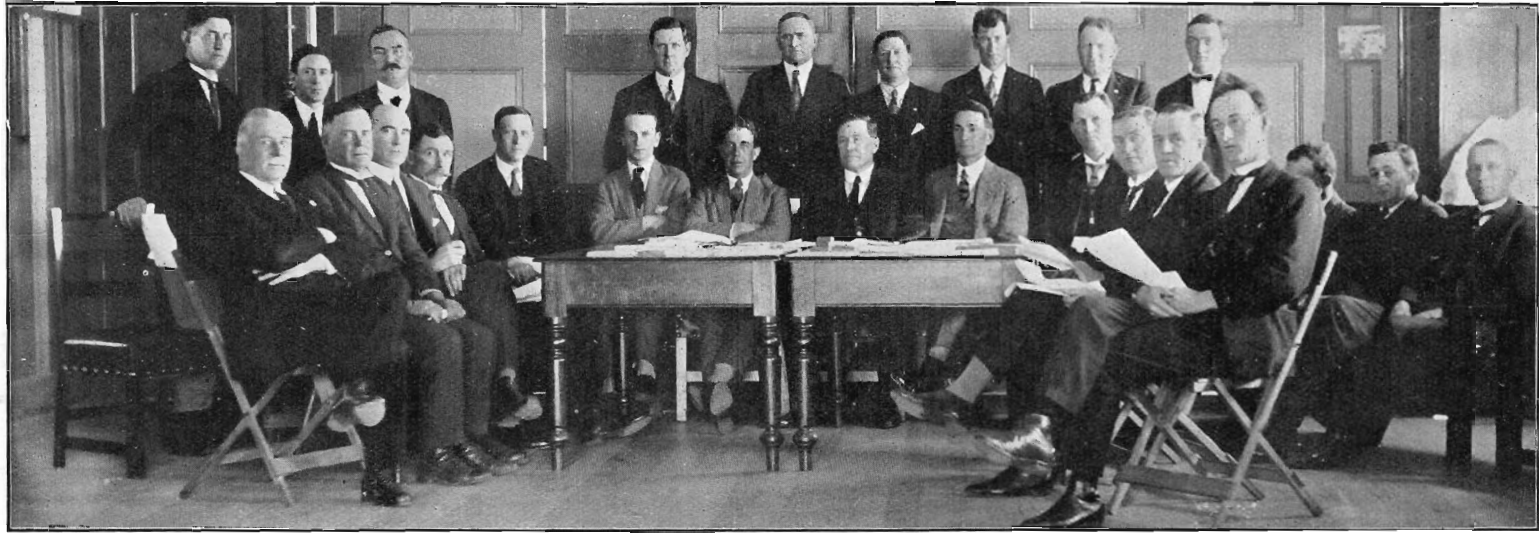
*A man who is cheerful, courteous to everyone and determined to "make good."*

*A man who, when he does not know, says, "I don't know," and when he is asked to do anything says, "I'll try."*



*Some of the railway officers who were on duty at Flemington Racecourse on Cup Day. —Mr. D. J. Conside (S.M. in charge), Mr. T. Sullivan (Assistant Metrop. Supt.), Mr. H. O'Keefe (Rostrum Clerk), Mr. G. Rogers (Train Running Officer), and Mr. Price (R.S.M.).*

# Ballarat District Men Are Enthusiastic Fuel Conservers



*Standing (left to right).—Messrs. J. Dunne, Guard; O. C. Healey, Guard; D. Beddoe, Block and Signal Inspector; J. Gordon, Enginemen's Instructor; J. S. Long, Guard; T. Pearce, Driver; L. T. Sells, Fireman; G. Christie, Guard; F. Capp, Fireman. Sitting (left to right).— Messrs. W. Groves, Depôt Foreman; D. Campbell, Road Foreman; L. F. Upton, Fitter-in-Charge; J. Ryan, Road Foreman; E. Dillon, Supt. Loco. Supplies; G. Duncan, Fitter; A. J. Ward, District Engineer; E. Jackson, District R.S. Supt.; T. H. Maddern, District Supt.; A. P. A. Burdeu, Secretary; A. Dans, Driver; H. Collins, Signal Adjuster; W. B. Abraham, Traffic Inspector; A. H. Game, Train Running Officer; J. Cameron, Driver; F. Badenhope, Driver.*

**T**HE Victorian Railways Institute Musical Society held its closing concert of the 1925 series on 31st October. The society is to be congratulated upon the excellent programme which was submitted, as well as upon the able manner in which the various items were performed by the choir and other artists. There were songs by Mr. and Madame Gregor Wood, and Mrs. Lloyd Roberts, Miss Muriel Bunston, Messrs. P. L. Mill, W. Davey, Colin McRae, and pianoforte solo by Mr. Reg. W. Brown. Mr. Gregor Wood was the conductor, and Mr. Reg. W. Brown the accompanist.

**The talent of success is nothing more than doing what you can do well, and doing well whatever you do without a thought of fame. If it comes at all, it will come because it is deserved, not because it is sought after. — Longfellow.**

**T**HE Institute Council has arranged to hold Moonlight Bay Excursions in the New Year on the following dates:—January 14 and 28, February 11 and 15.

The Victorian Railways Military Band and the Newport Workshops Concert Band will accompany the trips on alternate nights, and the Orchestra, together with members of the Musical Society, will attend for the purpose of rendering musical items on each evening.

The P.S. Hygeia will leave the Port Melbourne pier on each occasion at 8 p.m., returning at 10.15 p.m. Fare, 2/-.

## A Stationmaster Who Is An Active Business Man

IN these days of keen competition it is more than ever imperative that stationmasters—who are really managers for the Railways Department in their particular district—push out among business men and obtain business for the Railways. In no district is such action more necessary than where competition by road motors is pressing.

On the growing list of stationmasters who may be counted among the "go-getters" is Mr. W. L. Middleton, now stationed at Werribee.

During the last five years, whilst in charge at Port Fairy, Healesville and Werribee, Mr. Middleton has consistently preached the slogan that "the railway is the best way."

He has interviewed business con-



cerns and successfully pointed out to them the advantages of transport by rail for their goods. He has made suggestions for better working to the Department, and many of these have been acted upon with the result that revenue has increased and improved working has followed.

Mr. Middleton's work in every district where he has been has resulted in reduced patronage of motor road competition and consequent increase of traffic on the railways.

He does not believe in doing just that amount of work which is allotted him and no more, or confining himself to the routine duties connected with his position.

Mr. Middleton has always taken a keen interest in local affairs, being an active member of local bodies, and thus becoming personally acquainted with district people who use the railways. This has enabled him to approach them as a friend instead of merely as a business acquaintance.

Mr. Middleton's work has more than once been specially commended by the Commissioners, who appreciate his enterprise and business instinct, which prompts him to become a really active business representative for the Department.

### Springvale Farm WINTON NORTH, VICTORIA

Sydney Express & Mt. Buffalo trains stop at Winton  
A Home from a Home—Not a Boardinghouse only

**C**LOSE to Mokoan Ranges, 2000 ft. above sea level. Faces the Winton Lake, a sheet of water 7 miles by 3 miles, possessing a wealth of beauty. Ibis, pelicans, mallard-hens, plovers, gulls, wild ducks, black swans, cranes, native companions, and various other kinds of game, and fringed with mighty, silent gum trees, offers refined accommodation throughout year.

First class Meals Poultry Spring Water  
Own Dairy Herd Fruit Cream  
Spacious Grounds Piano Tennis Court  
Walks and Drives Orchard Ideal Climate  
Hacks and Conveyances Golf

Excellent Shooting  
Personal Supervision Shooting Parties

—CHILDREN TAKEN—

Visitors met at Railway Station (no charge made if staying one week)

This Farm is over Sixty Years in the Weston Family

A HEARTY WELCOME AWAITS YOU

TARIFF: Inclusive of Hacks and Drives  
Weekly: 37/6-45/-; Daily: 8/- to the various spots  
of interest.

All Communications to be addressed to Proprietor.

## GET AWAY

From the worry and  
bustle of everyday life

The chance to spend  
the Best Holiday you  
ever had awaits you at

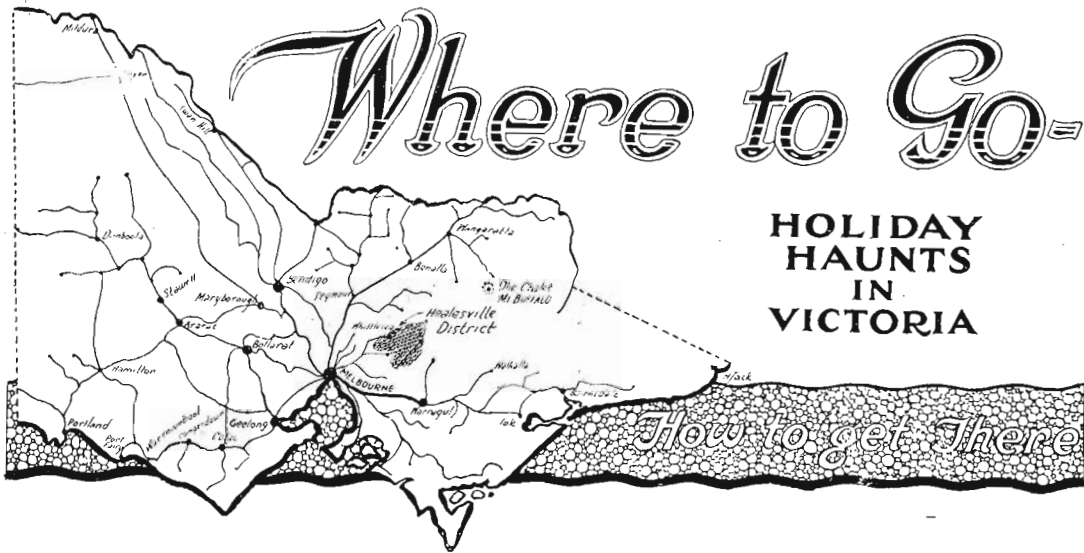
## WYCH CROSS

MARYSVILLE

The best equipped house  
of the finest Mountain  
Resort in Victoria

Phone Marysville 4  
or write to

FELIX St. H. JELICOE



## The Healesville-Marysville District

NOT the least of the factors contributing to the continued popularity of Healesville is its nearness to the metropolis, and the consequently small expense at which the transfer may be effected by rail from the bustle and stress of the city to the cool and restful seclusion of the country, with the further charm of the beauty of the bush and silent grandeur of its encircling hills. Add to this the possession of many sparkling streams, with ever-present possibilities of sport for the angler, and the secret of Healesville's attraction for the tourist, the holiday maker, and the sportsman is fully explained.

The township is fortunate, not only in the beauty of its immediate surroundings, but also because it is the gateway to the fine scenery of the bush and mountain country lying beyond and reached by the Blacks' Spur Road, passing through the territory controlled by the Melbourne and Metropolitan Board of Works as a reserve for the catchment of water for the inhabitants of Melbourne and its suburbs. This finely graded and well kept highway traverses strikingly beautiful scenery, passing en route Grace-dale House, well known and well run; The Hermitage, an old-established guest house; with Mt. Dom Dom as an imposing neighbour. Then onward to Narbethong, St. Fillan (another popular holiday home), and reaching 23 miles out, Marysville, lying on the Stevenson River, with the Taggart River and Cumberland Creek, all tributaries to our great irrigation stream, the Goulburn. Marysville, the objective of the holders of tourist combined rail and motor through return tickets from Melbourne, is noted for the excellence of the many guest houses, restful and comfortable headquarters for those desiring to enjoy the delight of walks along the river valley, with angling as a side line, or climbs to the tops of any of the fine district hills to command from them the magnificent panoramic outlooks obtainable.

The demand for accommodation for the hosts of visitors to a district so plentifully endowed with scenic attraction, sport and pastime, has been met by the provision of hotels and guest houses, which cater successfully for the desires of all at tariffs framed to suit the finances of every individual in the annual army of visitors.

## A Holiday on a Farm

WHAT could be more delightful than a holiday on a farm? Mountain heights, tumbling waterfalls, expansive lakes and pleasing seashores have undoubted attractions, but the thing of paramount importance in connection with a holiday is a change—a change of scenery, change of environment and friendly faces.

This has been proved again and again by someone who tells us, when he returns from his holiday, that he has been spending an intensely interesting and enjoyable time with some friends on a farm in some part of the State which, it has never occurred to us, presented any holiday possibility at all.

Our friend tells us, perhaps, that he had the time of his life, that he went down and watched and even helped with the ploughing, harvesting, shearing or fruit picking.

Now and then he wandered down with somebody to the river bank and fished or he formed one of a shooting party and tramped away over the paddocks after hares and rabbits and other game. On market day he went to the stock sales with his host. Altogether he had a great time.

There is many a district in Victoria where holiday possibilities such as these are many, but Spring Vale Farm, at Winton North, on the north-eastern line, specially caters for those seeking a "real farm holiday."

The proprietor declares that his farm is a home away from home. It is close to the Mokoan Ranges, 2000 feet above sea level, and faces the Winton Lake, a sheet of water 7 x 3 miles, which abounds with native game and fish.

There is excellent shooting in the district, and the host will personally supervise shooting parties. This farm has been for more than 60 years in the same family, so that it is an old established homestead which will give the guest that real home atmosphere.

A feature of a holiday at Spring Vale Farm is the provision of horses and conveyances for district excursions. These are included in the regular tariff, so that one is not put to extra expenses on arrival at the holiday spot.

Details as to tariff and other matters will be found in our advertising columns opposite.



## Short or Long Hair?

IN 1926, will our hair be longer? That is a question which is agitating the minds of many fashionable women throughout the world. A friend of mine, writing from Paris, tells me that some distinguished women who wish to be different from the common herd are cultivating their hair, so that we may again hear the poetic tribute that a woman's hair is her crowning glory.

I recall that my mother had a great coil of hair which, when loosened, fell to her feet. She was very proud of that lovely, shiny mass of dark hair, which could almost have been used as clothing, or at least as a veil against nakedness.

You will all remember, too, how the novelists used to blither about the lovers, when accepted, burying their faces in the loosened tresses of the beloved women, and becoming intoxicated with the hirsute fragrance. These literary extravagances were, to my mind, often Eastern in origin, for no one is more susceptible to perfume than the Asiatic or the Arab. To tell the truth, I was myself proud of my long hair, and John, my husband, assures me that I would never have caught him had I been bobbed. That may be merely his nonsense; and John is hopelessly old-fashioned, even mid-Victorian, in his ideas.

Seriously, apart from utility, I do not think that any man considers bobbed or shingled hair equal to the long tresses of yesterday—and, maybe, of tomorrow. I am almost free to confess that the photograph published recently in the "Railways Magazine" of some young girls with beautiful hair, convinced me that if beauty be our desideratum, we have gone woefully astray in accepting the bob and the shingle as the ideal fashion of hair-wear. I often picture to myself a crocodile (procession) of convent schoolgirls I saw in an eastern suburb a few months ago, all with lovely hair falling over their shoulders. They look real girls, and not girly imitations of boys.

I admit that bobbed and shingled hair is attractive sometimes; in a few cases, wonderfully attractive. Short hair is also more sanitary than long hair, and for business girls short hair seems especially desirable. But as short skirts are not as graceful as long skirts, though more practical and sanitary, neither is short hair, however so cunningly dressed, as graceful as long hair.

When all is said, we women are not swayed in the matter of appearance and of personal attire by reason, but by fashion, and if the head ladies in Europe decide to abandon the bob and the shingle why we will all do that same thing.

## Gelliondale is Certainly on the Map

Mrs. Binion, Caretaker at Gelliondale, writes an interesting article concerning early and modern Gelliondale.

GELLIIONDALE Station serves a wide district of excellent pastoral and dairying country. It is situated in a valley at one time owned by the Gellion family—hence the name of the Station.

Old inhabitants tell how, years ago, they walked many miles of rugged country to Port Albert, the then marketing place, to dispose of eggs at so many pence per dozen, and butter at 6d. per lb. Battling against almost overwhelming odds, these stout-hearted people worked and waited, and now hundreds of comfortable, happy homes shelter in the hills



made habitable through their own hard wrestle with Nature.

Pig raising is a profitable side line for the farmers in the district, and in the season there is almost a continuous rumble of waggon wheels as farmers are wending their way to market.

Inhabitants are proud of the fact that in no part

## Electric Trains Bring Beauty Nearer

Electric traction has brought Ferntree Gully and its natural beauty within easy distance of the city, affording a quick and comfortable means of travel to the nearer ranges, which have been termed "The Lungs of Melbourne."

*Electric Trains are running to the Gully,  
To Ferntree Gully, where the wattles grow;  
To where the city smoke can never sully  
The rain-washed trees; and where, in  
whispers low,  
Soft breezes rustle, and the sunlight dances  
Lightly across the green dew sprinkled grass,  
And where the creek bubbles, and turns, and  
dances,  
Where rain drops glisten and the ferns they  
pass  
Hang heavy with the water dripping, dripping,  
And curling downwards, downwards. Now  
the child  
By power is brought to this, and dancing,  
skipping,  
Can free his limbs, rush gaily through the  
wild  
Of Nature's playgrounds. Man in his great  
power  
Has conquered distance, laughed time in the  
face.  
The city child can pluck at the wildflower  
Where beauty lingers in perpetual grace.*

—Joan Harvey

of the State can pumpkins be grown to compete with those grown at Gelliondale.

The Better Farming enthusiasm has not been passed over in this district, and farmers would give second place to no other district in their selection of dairy herds.





## Safety First is Anything But a Joke

SOME people, unfortunately for themselves and the Department, are apt to regard the Safety First movement as a joke or a waste of effort.

For the benefit of those who are so foolish as to treat lightly a movement which has done so much in countries like Great Britain and America to reduce accidents to a minimum, we would point out that the accident record of this Department is a very heavy one, as will be seen from a glance at the following figures relating to the last five years:—

Year.	1921	1922	1923	1924	1925
No. of accidents .	2387	2301	2451	2577	2517

Analysed, this means that last year about one in every 12 employees in the Service met with an accident of one kind or another, but actually the percentage was greater because allowance must be made for the fact that a large proportion of the total number in the Service were members of the clerical or other staffs engaged in avocations where the likeli-

hood of accident is very limited.

Apart from the pain and suffering and the medical expenses entailed to the injured employes, these accidents cost the Department last year over £25,000 for compensation and accident pay, and also involved a great dislocation of the staff. Surely this is a record that needs improvement, both from the point of view of the individual and the Department!

While a certain proportion of these accidents were, of course, due to unavoidable causes, many of them could undoubtedly have been saved if more care had been exercised.

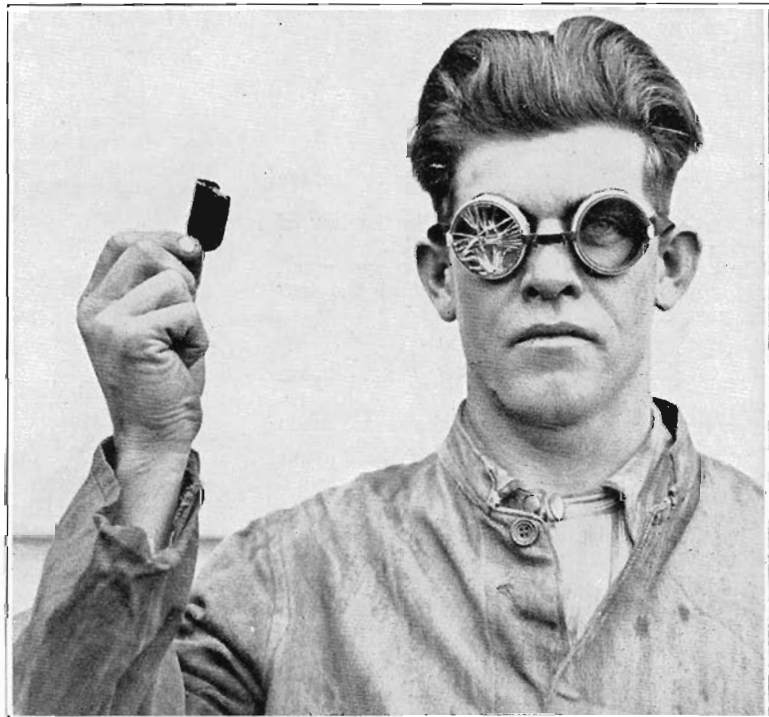
Does it need anything further to show why our Department, in common with all the principal railways throughout the world, is becoming so active in its Safety First propaganda? Surely not! Then let us all see to it that the Safety First movement and its principles are given the fullest attention, not only at our work, but in our actions generally. If we do, it will save much unnecessary suffering and expense.

## Goggles Save Right Eye of Boilermaker's Help

*On November 12, Boilermaker's Help F. McFarlane, was engaged breaking up scrap engines at the Newport Workshops, and when cutting a cotter that goes through the studs of the boiler foundation ring, the cotter end suddenly flew off, and struck the glass of the goggles which McFarlane was wise enough to be wearing, completely shattering the right lens.*

*Mr. McFarlane escaped with only a slight cut under the eye.*

*Here is McFarlane wearing the shattered goggles, and holding the piece of metal which caused the damage.*





She (after spending the evening with neighbours): I think the Smythes are an ideal couple—they think alike about everything.

He: Yes, but I notice she always thinks first.

It was a dark night and the motorist was lost. Presently he saw a sign on a post.

With great difficulty he climbed the post, struck a match, and read, "Wet paint."

"I suppose you have a good many narrow escapes in your experience as a sailor?"

"Not so many, miss. I don't go ashore more than I can help."

First Knut: If I were you, Percy, I should tell him just what I think of him.

Second Ditto: How can I. The cad has no telephone.

Girl in a flivver  
Going like blazes,  
Tickled all over at the dust she raises.  
Lets go wheel  
To fumble in purse  
To take out her powder-puff—  
Good-night, Nurse!

The teacher was giving the class a lecture on "gravity."

"Now, children," she said, "it is the law of gravity that keeps us on this earth."

"But, please, teacher," inquired one small child, "how did we stick on before the law was passed?"

Tommy's Sister: Tommy, what is a synonym?

Tommy: A synonym is a word you use when you can't spell the other one.

First Little Boy: Johnny, do you believe in the devil?

Johnny: Naw; it's just like Santy Claus—it's your father.

Conductor: Your fare, miss.

Miss: Do you really think so?

"So Tom and you are married? Why, I thought it was just a flirtation."

"So did Tom."

When Noah sailed the ocean blue  
He had his troubles, same as you;  
For days and days he drove the ark  
Before he found a place to park.

Professor: Young man, I understand you are courting a widow. Has she given you any encouragement?

Young Man: I'll say she has. Last night she asked me if I snored.

Farmer: How did ye come by that black eye, Jarge?

Jarge: Ole cow had a way o' flickin' her tail, so I tied a brick onto it.

Self-starters take a lot of the kick out of motoring.

A woman's first duty is never to let her husband discover she is cleverer than he is.

A six-year-old hospital patient full of pain and distress after an appendicitis operation said, when the nurse had cooled his hot little face and his hands with a cool, moist cloth: "Now wash my pain."

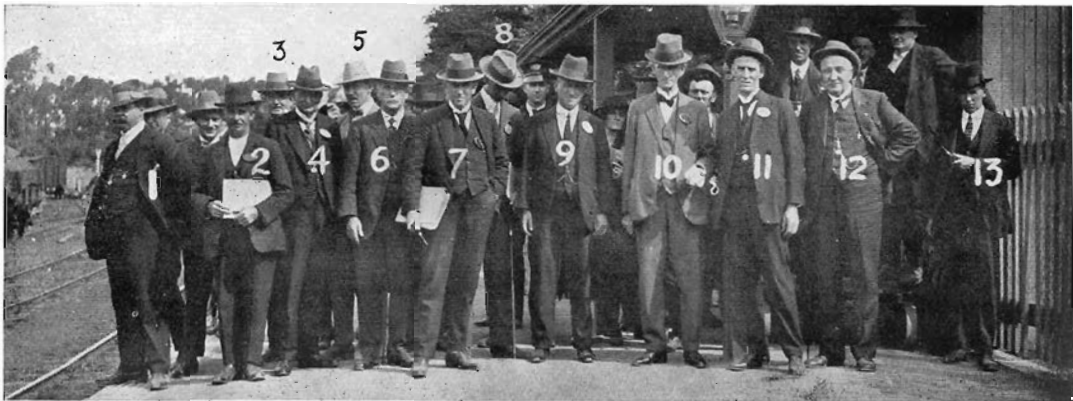
An angler in Scotland recently caught a salmon weighing sixty pounds. It is rumored that in describing this feat he has dislocated both his shoulders.

#### English Correctly Spoken.

The intricacies of our language are well illustrated in the definition given of a sleeper:

A sleeper is one who sleeps. A sleeper is that in which the sleeper sleeps. A sleeper is that on which the sleeper runs while the sleeper sleeps. Therefore, while the sleeper sleeps in the sleeper, the sleeper carries the sleeper over the sleeper under the sleeper, until the sleeper which carries the sleeper jumps the sleeper and wakes the sleeper in the sleeper by striking the sleeper on the sleeper, and there is no longer any sleeper sleeping in the sleeper on the sleeper.

## Queensland Wins the Annual Australian Railway Ambulance Competitions



Leading Interstate railway officers, who attended the Ambulance Competitions for the Australian Championships, at Mt. Evelyn, Victoria, on November 26.—Left to Right—Messrs. 1. — Collier (New South Wales); 2, J. A. McNab, Timekeeper (Victoria); 3, A. Price, Ambulance Officer (Queensland); 4, A. E. Fisher, General Secretary, Railways Ambulance (West Australia); 5, R. V. Bulman, Ambulance Officer (South Australia); 6, H. Winter, Timekeeper (Victoria); 7, V. E. Southwood, Assistant Ambulance Officer (Victoria); 8, R. J. Funnell, General Secretary, Railways and Tramways Ambulance (New South Wales); 9, J. J. Collins, Ambulance Officer, Railways and Tramways (New South Wales); 10, F. W. Kaiser, Ambulance Officer (Victoria), General Manager of Competitions; 11, W. H. Godden, Assistant Ambulance Officer (Victoria); 12, — Thompson, Mayor of Quorn, South Australia; 13, J. M. Goodwin, Steward (Victoria).

“THERE wasn't one team to-day that didn't deserve special mention or a prize,” declared Dr. W. Sloss at the ambulance dinner, in announcing the victory of the Queensland Railways team at the interstate competitions, which were held at Mount Evelyn on November 26.

Dr. Sloss, who was one of the adjudicators, considered that the work generally was excellent, the improvised event, in which the “patient” had suffered an amputation, fracture, lung injury and shock, being especially good. Some of the competitors lost points through leaving the “amputated arm” at the scene of the accident.

That the success of the whole competition was primarily due to the hard work and effective organisation of Mr. F. W. Kaiser, Victorian Railways Ambulance Officer, was stressed by every speaker.

The competing teams were Queensland (Ipswich), New South Wales (Sydenham), Victoria (Stawell), South Australia (Quorn), Western Australia, and the Commonwealth Railways.

It was pointed out that in every case the teams came from country towns or districts.

The following are the detailed results of the 1925 competitions:—1, Queensland (386 points); 2, Western Australia (379); 3, Victoria (374½); 4, South Australia (366); 5, New South Wales (342½); 6, Commonwealth (339).

Mr. Commissioner Shannon, who distributed the prizes, expressed the gratification of the Commissioners at the keen interest taken by railwaymen in first aid work, and at the sacri-

fices which they made voluntarily and willingly in order to become more proficient. In any railway system it was absolutely necessary to have a staff qualified to render first aid.

“I heartily congratulate Queensland on their success,” continued Mr. Shannon; “and to those teams that have not been so successful I say—just take in a few holes of your belt and have a run for it next year.” (Applause.)

Dr. McAree, another of the adjudicators, also commented on the excellence of the work and the keenness and enthusiasm of the competitors, “in spite of the very heavy handicap,” he added drily, “that they have very little real practice, owing to the rarity of serious railway accidents in Australia.”

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### Engine Records Compared

To the Editor.—In the November Magazine I see Seymour quotes the mileage of its express engines. Taking the good water conditions into consideration, the record for the three months is no better than other districts are doing.

Take Stawell, for instance. A2 Number 909 does an average mileage a week of 1800 miles for weeks on end. In four weeks it did 7200 miles.

Dimboola engines on express work are washed out once weekly, and, despite all the bad water and mud conditions, they are working on a par with any engines in the State.

These two engines, A2's, Nos. 934 and 894, do an average of 4428 miles every four weeks.

When conditions are looked into this takes some beating!

“ONE WHO KNOWS BAD CONDITIONS.”

Dimboola, November 11, 1925.



At a recent highly successful Queen Competition in aid of the Stawell Hospital, the Railway Queen (Miss L. Ross) secured second place, her supporters being instrumental in raising £435 10/-. The group above represents the Queen of Railways, Miss Lottie Ross; Maids of Honour, Joyce Cornell and Dorothy Bonighton; Pages, Nancy Goodson and Irene Rogers.

## Retirement of Mr. R. J. Stanistreet

ON 22nd January, 1926, the Railway Department will lose the services of one of the oldest and most experienced Stationmasters in the State, due to the retirement of Mr. R. J. Stanistreet.

Forty-three years ago Mr. Stanistreet commenced his railway career as a junior clerk at the Horsham railway station. At the age of 21, after four years' service, he obtained his Stationmaster's brief, and through the years which followed has been in charge of practically all the larger stations in Victoria, including 2½ years as Relieving Stationmaster.

Last year he reached the height of his ambition when he was called upon to relieve the District Superintendent, Gippsland District, for a period.

Mr. Stanistreet is one who can leave the Service well knowing that he owes the Department nothing, for during his 43 years of service he has not missed one day on account of sickness. This constitutes a record.

Mr. Stanistreet has not yet definitely decided on the manner in which he will conduct his retired life from the Department, but whatever his pursuits, everyone who knows him will wish him long life and happiness and success in all his undertakings.

What may be termed the first stage in the scheme for a uniform railway gauge throughout Australia will shortly be commenced with the reconstruction of the Grafton and Kyogle line, and the construction of a new line from Kyogle to Richmond Gap, in New South Wales.

## "Better Farming" Train to Rest

THE "Better Farming" Train has now finished its work for the year 1925, having made nine tours to various parts of the State and been inspected by more than 63,000 people. The train will be placed out of commission for several months during the holiday and harvesting period, but will resume operations towards the end of the summer season.

When the train visited Bacchus Marsh last month it was visited by the Chairman of Commissioners (Mr. Clapp), who spoke when the opening addresses were given before the day's demonstrations.

Mr. Clapp computed the original cost of fitting up the train at £5000, in addition to a heavy running cost.

"This cost is nothing," Mr. Clapp said, "if Victorian farmers could be helped to increase the yields of their various crops and other primary products. For instance, 50 lbs. increase of butter fat per cow per year would mean approximately £2,500,000 increased income to Victorian dairy farmers and thus to the general wealth of the State."

## Industries Which Use The Railways

# Dookie Has a Splendid Asset in Its Quarry

(By Mr. J. C. HARE, of the Dookie Station Staff)

The Municipal Quarry owned by the Shire of Shepparton and Rodney, situated in the township of Dookie on a hill about 30 chains from the railway station, has proved a splendid asset to the shires by whom it is owned.

**M**ANY years ago the late Mr. J. M. Cowan advised the council that it was desirable to have a quarry of their own, instead of carrying metal from Footscray. He engaged a man of high standing in the quarrying and stone-crushing business to report on the various outcrops of stone in the Dookie district.

This gentleman, after examining the different outcrops, recommended the Dookie site in preference to all others because it is in close proximity to the railway line and has an almost inexhaustible supply of the very best road-making material.

Some years later Mr. Blair McKay accepted the position as engineer to the Shire of Shepparton. He also favoured the idea of a quarry. Several adjoining shires were invited to join in the undertaking, but all refused excepting the Shire of Rodney.

Then the two councils combined and erected a crushing plant designed by Mr. McKay.

Like many other municipal undertakings, it had its ups and downs, and after working for three years it was considered by some to be a white elephant.

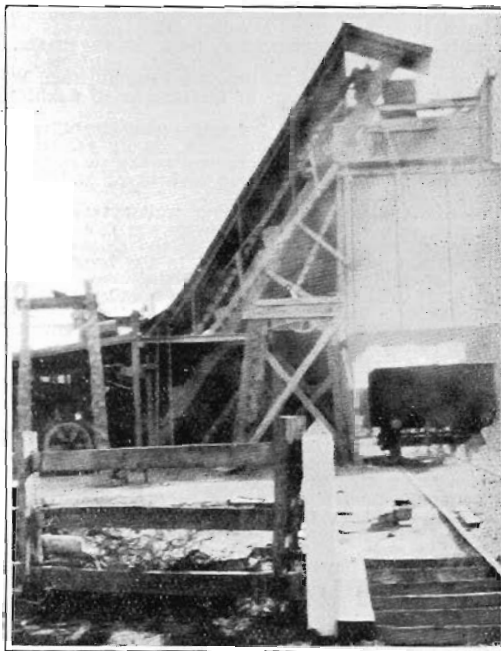
However, the committee appointed to control the venture still held out hopes that it could be worked successfully. Their hope was justified, and they have now converted what was considered a very doubtful proposition into a very promising one, which the following figures will prove:—

The output for the first three years was approximately 8000 tons a year, but it gradually increased to 17,000, 22,000, 27,000, and this year 33,500 tons.

This increased output means considerable additional revenue for the railways. There is at present a working face of about 500 feet long, varying in depth from 40 to 80 feet.

As there is practically an unlimited demand for the metal, combined with a regular supply of trucks, it will eventually rank as one of the best municipal quarries in the State.

There are employed in this quarry 40 to 50 men, supervised by Mr. J. W. Rumph (mana-



*The Crusher at Dookie Quarry.*

ger), a man who has spent all of his life in quarry working.

Owing to the daily output of metal, which numbers 15 to 16 trucks, special trains are run to clear the loading.

Quite independent of the foregoing article the Commissioners have received the following letter from the quarry manager (Mr. J. W. Rumph):—

Allow me to express appreciation of the manner in which our quarry has been supplied with trucks during the year which ended on September 30. During the first three months of the present financial year there was a slight shortage, but the assistance I received from Shepparton and the discretion used by the local Stationmaster in allocating the trucks adjusted things so that we did not fare too badly.

Since then we have had an adequate supply, with the result that our output increased considerably, amounting to approximately 33,500 tons. I attribute this happy position to the assistance received from your staff at Shepparton and our local S.M. (Mr. Dunlea), and his Assistant (Mr. J. C. Hare), two most obliging officials.

There is nothing so refining as cleanliness. Whether personal, domestic, public, or industrial, it is second to religion only in the elevating of the people. The preaching and practice of cleanliness benefits everyone.

Every dog has his day, but the dog with a sore tail has his weak end.

There will always be a place for the man who knows how, but the man who knows why will always be his boss.

Photographs of Railway interest are always welcomed by the Editor.

## Monthly Ambulance Notes

Everyone should know something of the principles of first-aid. In the notes for this month the Departmental Ambulance Officer (Mr. F. W. Kaiser) deals with fractures and their treatment.

**FRACTURES of the Forearm.**—As there are two bones in the forearm, fractures may implicate both, or be confined to one or other of them. In the former case, the symptoms are so marked that there is little, if any, difficulty in recognising the nature of the accident. In the latter, the uninjured bone acting as a splint often prevents deformity, and the symptoms may be somewhat masked. The patient, however, should not be subjected to the pain and danger of a prolonged examination, the case being treated as one of fracture in all doubtful cases.

All the symptoms of fracture—pain, inability to use the limb, and deformity—are usually present.

The treatment in an emergency is the same, whether both bones or only one is broken, and is as follows:—

Steady and support the limb whilst two splints are prepared, one to be applied to the front of the arm extending from the bend of the elbow to the fingers, the other to be applied to the back of the arm, extending from the tip of the elbow to the tips of the fingers. They must be broader than the arm, because there are two bones in the arm, and if a narrow splint were to be applied, the bandages which retain them in position would squeeze the bones which are lying side by side, and increase the deformity.

They must be well padded, and care must be taken that the upper end of the inner splint does not press unduly against the front of the elbow when the arm is bent at a right angle.

The splints should be fitted to the sound arm before being applied to the injured one.

To apply the splints, the aid of an assistant is called upon to fix the arm which is bent at right angles to the upper arm with the thumb pointing upwards, and the assistant steadies the arm by grasping it by the hand and elbow, and by steadily pulling the hand, applies slight extension. The splints are then applied, and fixed by narrow folded bandages, one above the seat of fracture and one below, and one around the fingers and hand. The arm is finally put into a large sling.

A fracture which is apt to be overlooked, with disastrous results as regards the future utility of the arm, is that of the bony prominence forming the elbow. It is caused by a fall on the elbow, and is often mistaken for a sprain of the joint.

The emergency treatment consists in putting the arm in a large arm sling supporting the elbow.

A fracture of a single bone of the forearm, which occurs very commonly in old people, is that of the radius, or outer bone of the arm at the wrist. It is caused by a fall on the palm of the hand, and may be mistaken for a sprain of the wrist.

The deformity is well marked as a rule, the hand being drawn over to the thumb side of the arm.

Sometimes, however, the only symptom is pain; with the history of a fall on the palm of the hand the pain is severe, and is fixed just above the wrist.

Such a case should be treated as a fracture, and whether deformity be present or not, the arm should be put up in splints as for fracture of both bones.

**Fractures of Bones of the Palm of the Hand.**—There are five bones forming the palm of the hand, and any one of them may be broken as the result of a blow; those of the right hand being more liable to injury than the left.

The chief symptoms are severe pain, and swelling of the hand. The treatment consists in applying a well-padded splint to the palm of the hand, extending from the middle of the forearm to the tips of the fingers, binding the hand firmly to the splint, and placing it in a large arm sling.

**Fractures of the Fingers.**—Fractures of the fingers are usually compound, though they may be simple. They are easily distinguished. The treatment is similar to that of fracture of the palm, and a splint extending from the tips of the fingers to the middle of the forearm, well padded, is applied to the palmar surface of the hand, the finger or fingers adjacent to the injured one being used as lateral splint, and all being bound to the splint.

The hand is then placed in a sling, and kept slightly higher than the elbow.

## Jolimont Lecture Session

**A**N enjoyable evening was spent in the Victorian Railways Institute Concert Hall on November 12, when the chairman (Mr. H. N. May) and the committee entertained the principal lecturers and supporters, with their lady friends.

Two splendid films were screened, the Canned Fruit Industry in the Goulburn Valley, and the Buffalo Plateau.

The second half of the programme took the form of a concert. Misses Janet Lorimer, Marion Daniels and Edna Johnson and Messrs. Florrimell, H. Bartlemen and Dalton were the vocalists, and Professor Leonardo entertained with a clever performance as a magician. Mrs. Smythe and a small orchestra played a very attractive overture.

During the interval Mr. May screened two slides, with the names of the lecturers and their subjects during 1924 and 1925.

The lectures have been of a very high standard. Mr. A. E. Smith, C.M.E., gave the first lecture of the session on the "Fundamental Principles of Railway Traction." The committee are pleased to state that the average attendance has increased from 100 in 1924 to 150 in 1925.

Mr. Calcutt, Chief Engineer of Signals, and Mr. T. Sullivan, Assistant Metro. Superintendent, thanked all present for their assistance.

At the close of the programme Mr. Harvey moved a vote of thanks to the artists.

The committee entertained the guests with light refreshments, which brought a very pleasant evening to a close. Mr. R. Balmer and Mr. Cunningham were the honorary stewards, and most of the success of the evening was due to their organisation.

The committee desire to thank the secretary, Mr. Galbraith, Mr. O'Connor, and the staff of the Institute for their great kindness in doing everything possible to make the evening a success.

## Good Work in Ballarat District

A feature of the September business handled by the Ballarat district was the train loads and the train running performances.

From a monthly total of more than 41,000 bags of wheat conveyed last year, the quantity dropped to 40,700 bags, and this gave the following figures:—

	This Year.	Last Year.
Goods train mileage . . . . .	40,700	41,000
Average load per train mile (tons) . . . . .	376	395
Ruling grade load . . . . .	91	90
Standing time (hours) . . . . .	17.3	16.7
Truck contents (tons) . . . . .	7.3	8.2
Miles per engine hour . . . . .	9.6	9.4

**I**N the list showing the relative importance of metropolitan and suburban stations, Middle Park is placed 11th. The outwards traffic revenue for the year ending 30th June, 1925, was £26,814 0s. 11d., and the passenger journeys totalled 2,565,755.

It is claimed that for 3 years ended last September, not one accountancy return has been late from Middle Park, neither has the station had to answer once during that period for delayed correspondence.



## Uncle Ben on Holidays, Birds and Trees

Dear Nieces and Nephews,—

Let's all be happy, for the New Year's here.

I do hope you had a very merry Christmas and liked the presents and the trips and the feasting and all the rest of the cheer of the season.

I know all of you would try to think of others besides yourselves, for the best boys and girls are like that.

You must tell me about your holidays, and what you did and what you saw and where you went.

Isn't the Christmas and New Year time just splendid?

You've holidays still, and must make the most of them.

If you see any birds—and of course you will—I would love to hear what they look like.

Some silly people, who don't know our lovely land, think our birds can't sing. Did you ever? Why, our birds are not to be beaten anywhere.

Then our trees! How many sorts do you know? Think of our having trees never seen before in the whole world until Captain Cook found them!

What do the leaves seem to say when the wind tickles and teazes them? Try and write a few words, and perhaps thus you may come to be one of our brave and true Australian poets.

And don't forget to make a good resolution to be kind and nice all the year. Make it a happy, happy year, dear little ones.

Yours cheerily,

UNCLE BEN.

Uncle Ben would like to receive photographs of some of the young readers of this page. When you write to him be sure to send your photograph and one of your little brother's and sister's or your pet's.

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## Horticultural Notes for January

### SOW THESE THIS MONTH.

Beet, red (turnip-shaped sorts only, after the first), Beet, silver, Borecole, Carrot, Cauliflower (Late Eclipse), Celery, Cress, Kohl Rabi, Swede (Laing's Garden), Lettuce (Iceberg, New York, Neapolitan), Mushroom Spawn, Mustard, Potato (Early Carmen, Scottish Triumph), Raish, Savoy Cabbage, Spinach (Round and New Zealand), Turnip (White Stone, Orange Jelly).

WITH a view to future improvements, the commencement of a year should be made an occasion for a thorough survey of our garden and plant houses. The past will have taught us many lessons, and probably some of the changes effected will have to be amended. Every year adds some store to our knowledge, and it is possible that, in the light of experience gained, many things we accomplished during the past year must be done in a very different manner. Make a note, then, of all the alterations it is desirable to effect; consider what trees, shrubs, or plants should be rooted out, to make room for superior things to be planted out later on, and which you have probably taken a note of during the past year; but do not attempt the removal of any plant from one part of the garden to another until the approach of winter.

At this period of the year, besides mulching and watering, there is not a great deal to be done, consequently we cannot do better than lay out our plans for future operations. Where space will admit, new flower beds should be prepared for.

**Autumn Planting.**—It is better to do this work now, than at the time of planting, and care should

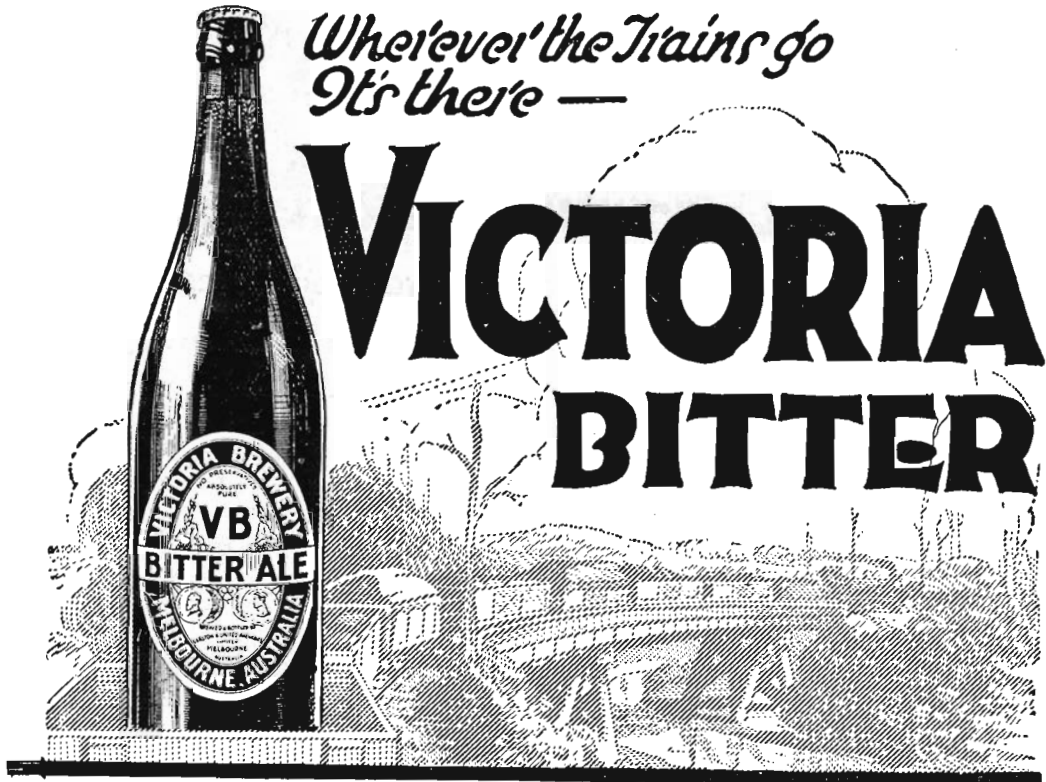
be taken that the bed is dug to the proper depth. If a good mulch has been spread over the garden, as previously advised, tea-scented roses and many herbaceous plants will continue to bloom profusely, if occasional waterings are given them.

**Geraniums** of all kinds may be easily increased by cuttings during the month, by selecting ripe, young tops, and cutting them about 4 in. long, just below a leaf stalk, and inserting them in sandy soil, on the east side of a fence or other shelter.

**Kitchen Garden.**—The sowing of the seeds of vegetables that require to be planted out in autumn must now be carried out. These include celery, for a late crop; cabbages, early and late, for use in autumn and spring; cauliflowers, ditto; French beans, an early variety; turnips, white, yellow and Swedish; peas, early and late; carrots, Early Horn; onions, for salads; and spinach.

Early potatoes may be planted where frosts are not prevalent. Liquid manure may be given to tomatoes. Celery trenches may be made, and any plants that are ready, put out. Abundance of water must be given. The ground should be cleared of the stumps and stalks of gathered crops.

*Wherever the Trains go  
It's there —*



# VICTORIA BITTER

## Runwell Cycles

ABOVE ALL  
FOR RAILWAYMEN



A reliable Cycle is indispensable to the  
Railwayman employed on "Shifts"

Built to order from ...  
**£8 10/-**

**RUNWELL CYCLES** are noted for Perfect  
Dependability at all times

PARTICULARS POSTED WITH PLEASURE ∴ EASY TERMS ARRANGED

FRANK FINDLAY, 483 Chapel Street, South Yarra



Forty-seven bales of wool make up this fine load from the Worrock Estate, near Casterton. The picture was taken in the Casterton station yard by Mr. Downes, a district carrier, who has a lot to do with railwaymen in connection with his work. Mr. Fitzgibbon, S.M., is in the centre of the picture.



## Enginedrivers' Conditions Have Improved in the Last Twenty Years

Twenty years on the footplate entitles a railwayman to compare past with present conditions. Mr. W. E. Busbridge, driver, Geelong, is thus qualified. He speaks interestingly here of the conditions during the 1914 drought.

ONE marvels at the wonderful improvements that have taken place in the Service, and wonders that so much could be accomplished in 20 years.

The part played by the running branches is hard to equal, they being the backbone of the Service.

We have a splendid type of young fireman on the job now, who is keen and intelligent for instruction. The shunters are also a splendid body of men, and their work must be done in spite of awful weather conditions and danger.

The way last season's harvest was despatched has never been equalled. Hundreds of train loads running to schedule time with hardly a block occurring. What a difference to past years!

How small an idea the general public, or even some of the officers of the Department have, of the hardships and trials we enginemen have at times to contend with.

For instance:—During the 1914 drought train crews from Geelong put up a great test of endurance. Twenty to 28 hours a shift, and often three trips running from Geelong to

Ararat. No meals could be obtained until Ararat was reached, providing you arrived before midnight.

It was quite a common sight to see five or six crews sitting on the kerbstone eating fish and chips, others asleep on the rest house floor, while those lucky enough to get a bed would be two in a single bed.

It would sometimes take two hours to do a 40 minutes section, and when you were near the end of your journey you would be on your last water truck, and would want to part with some of your load. Nine times out of ten you would find the sidings full. You would then chance your luck and struggle to Maroona and wait until a train came along with a drop to spare to get you to Ararat.

What a cost that drought must have been, half the train tonnage being water trucks!

To-day such improvements have taken place that should another drought occur we would be able to manage without much inconvenience. Water at Derrinallum will be invaluable to the Department.

## Very Few Railway Accidents

EVERY year various countries report no railway accidents. Others report a very small percentage of accidents in proportion to the millions of passengers who travel.

The decrease in railway fatalities in recent years is as reassuring as the increase in deaths attributable to the motor car is alarming.

The relative safety of modern railway travel is forgotten for the moment when a spectacular disaster occurs. The excellent accomplishments in safety make the catastrophe stand out still more prominently—a penalty which must be expected.

## The Canberra Railway

A railway league has been formed at Albury to urge that the projected direct railway to Canberra should be constructed from Albury.

Supporters of the proposal point out that such a route would open up fertile stretches of country, would overcome the necessity for extending the southern line duplication from Cootamundra to Albury, would provide an alternative route between Melbourne and Sydney via Canberra, would permit the Victorian wide gauge being used from Adelaide to Canberra, and would relieve the present congestion during busy periods.



Some of the Staff who were on duty at Lilydale Station on the day of the opening of the new electrified line.

## Extension of Electrification

(Continued from page 16)

time by the more frequent and quicker service.

It was explained that the extra distance was  $6\frac{1}{2}$  miles. The journey from Melbourne would be made in 12 minutes less time than by the partially electric and partially steam service and 35 minutes less than by the steam service provided on Sunday.

The cost of the work is estimated at £51,303, including £10,300 for an electrically equipped substation at Diamond Creek, £7030 for high tension transmission equipment, and £17,100 for overhead equipment.

Dealing with the despatch of trains over the single line sections of track between Clifton Hill and Westgarth, and Alphington and Heidelberg, Mr. Clapp stated that in order to improve the timekeeping of the trains and to permit of additional trains being run during the peak hours of traffic, it was contemplated to install improved signalling arrangements at Clifton Hill, and track lock the two single line sections referred to. This would enable a better service to be provided on the Heidelberg line and relieve the Department of the necessity of duplicating such sections of line for some time to come.

## Professional Officers' Smoke Night

A successful smoke night was held by the V.R. professional officers, comprising engineers, architects, chemists, etc., in the Institute Concert Hall on Monday, October 19. A very good musical programme and the railway picture "A Visit to Buffalo" were much enjoyed. About 120 were present, including many senior officers, a head of a branch, and several visitors from other State railways. Apologies were received from other heads of branches regretting that they were unable to be present, due to being on tour.

## Long Engine Runs in U.S.A.

How long can an engine be maintained in continuous service?

Tests in America have led to the belief that the fire in an engine could be maintained almost indefinitely. Read here what the tests revealed.

**T**HE Chicago, Burlington and Quincy Railroad has recently carried out trials with engines maintained in service for several days on end.

The journeys were not in all cases continuous. In some instances several hours elapsed between one trip and the next. The point is, however, that the fire was maintained continuously, receiving merely ordinary attention and generally only the ashpan was cleaned.

Under these conditions one engine was thus maintained in service condition for no less than 121 hours, of which 63 hours 20 minutes were spent off trains and 57 hours 40 minutes in actual running, when a total mileage of 1492 was covered.

Another engine did even better than this, says "the Railway Gazette," in that the fire was maintained for 183 hours 45 minutes, of which 80 hours 30 minutes were spent in running, when a mileage of 2645 was covered.

## World's Total Railways

Latest figures show that there are nearly 750,000 miles of railways on the globe. The totals for the Continents are:—

America	371,741
Europe	228,641
Asia	77,741
Africa	33,629
Australia	29,203

More than one-third of the world's railways are in the United States. Australia's total seems small compared to U.S.A., but calculated at miles per head of the population Australians are twice as well off as Americans.

Of the other Dominions, Canada and British East India each have about 40,000 miles, South Africa 11,000, and New Zealand 3,000.

# SUPERANNUATION ACT

To Members of the Australian Mutual Provident Society.

Now that the above Act has been placed on the Statute Book, life assurance policies of Railway Servants at present held under the Compulsory Life Assurance Regulations are released therefrom and placed at the disposal of the assured, who may deal with such policies at their own discretion.

The following alternatives will be available in the case of each policy, viz.:—

1. The policy may be continued by the policyholder at his own cost and under his own control.
2. Subject to their concurrence, it may be carried on by the Superannuation Board, who will advance the premiums as they become due, and at maturity of the policy deduct from the sum payable the premiums so advanced with 4 per cent. compound interest.
3. Exchange the policy for a fully paid-up assurance under a similar table (free of all future premiums and participating in future bonuses) on the terms stated below. (Minimum £50.)
4. Reduce the sum assured to any amount not less than £50 with a correspondingly reduced premium.
5. Surrender the policy for its present cash value, which will vary according to the age at entry of the assured, the duration of the policy, and the amount of Bonuses which have been allowed to remain attached to it. (A policy less than two years in force has no surrender value.)
6. Borrow on its security up to 90 per cent. of the surrender value. The present rate of interest, subject to prompt payment, is 6 per cent. per annum.

If it is found inconvenient to continue paying the premiums under the existing policy or to make arrangements for its maintenance by the Superannuation Board the Society recommends that it be converted into a fully paid-up policy free of future premiums.

The paid-up policy which will be issued in lieu of a Railway Service policy would be represented by the proportion of the original face value which the premiums already paid bear to the total amount of premiums payable over the whole term to the maturity of the contract by survival of the assured. Thus a policy for £300 effected at age 20, and to become payable at age 60, under which 40 years' premiums in all are to be paid, and which has been 20 years in force, would be entitled to a fully paid-up policy of £150, i.e., 20/40ths or one half of the original sum assured. The bonuses then remaining attached to the original policy would be added to the paid-up policy, and bonuses would continue to be declared on it annually.

## ACTUAL EXAMPLE OF PAID-UP POLICY.

No. 817,671 for £300, payable at age 60 or previous death. Effected 15th December, 1905. Age at entry 20. Annual Premium, £7/3/6. As at 14th December, 1925, it is convertible into a fully paid-up policy, free of all future premiums, and sharing in future bonuses of one half (20 out of 40 premiums having been paid) of the original sum assured of £300 i.e. . . . . . £150 0 0  
Bonuses allotted to original policy £124 4 0  
Total Paid-up Policy . . . . . £274 4 0

payable at age 60 or previous death.

If you find yourself obliged to surrender your policy you are advised to **APPLY DIRECT** either personally or by letter **TO THE SOCIETY** for any information you may require. All particulars will be supplied free of charge as soon as possible after receipt of the application.

No information can be given to a third party without specific written authority from the member.

The employment of a third party is not necessary, nor is it in the interest of the policy-holder.

MELBOURNE OFFICE: 459-463 Collins Street.

F. T. BRIDGES, Manager.

## DON'T LET YOUR POLICY GO.

The benefits provided by the State Superannuation Fund are extremely liberal, but they take the shape of annuities.

Annuities are good in their way, but should not be allowed to supersede your life assurance policy, which guarantees a considerable cash payment on your attaining age 60 or your prior death.

The availability of a cash sum in either contingency is of incalculable value. With it a mortgage may be repaid, a house purchased, or immediate and urgent responsibilities provided for.

No other provident investment can satisfactorily take the place of a policy.

Don't surrender your policy altogether. If you cannot see your way to pay both the premiums under the policy and your contributions to the Fund, the Society may be able to quote various options which may meet your requirements.

For your own sake and the sake of your dependents, keep your policy in force and take out further policies if you can.

## ACTUAL RESULTS

of a Policy payable at age 60 or prior death, issued to a

### GOVERNMENT OFFICER.

Policy No. 128,742 for £100 was effected in July, 1887, under the Life Assurance Regulations, the age of the assured being 22 next birthday, and it matured in July, 1925.

The amount paid at maturity was £189/2/- made up as follows:—

Original Sum Assured . . . . .	£100 0 0
Bonus Additions . . . . .	89 2 0
<b>Total . . . . .</b>	<b>£189 2 0</b>
<b>Total Premiums paid by Member</b>	<b>92 15 8</b>
<b>Amount paid by A.M.P. Society in excess of Premiums received . . . . .</b>	<b>£96 6 4</b>

It will be observed that—

The Reversionary Bonus Additions are only £3/13/8 less than all the premiums paid.

The Policyholder has been assured since the issue of the Policy for an amount ranging from £100 to £189/2/-, and at maturity he received more than £2 for every £1 paid to the Society.

This example illustrates what has been done in the past. The record of the past is the best promise of the future, but it is not guaranteed that similar results will be repeated. Future bonuses must necessarily depend on future conditions.

**NO OTHER OFFICE CAN SHOW RESULTS EQUAL TO THESE.**

## Telling the Story With Pictures

(Continued from page 23)

sod was turned until the completion of the building.

These photographs now form a very valuable collection, which would be of untold benefit should a similar building be contemplated at any future time.

Also, when the new Flinders Street Station was being built, Mr. Howieson took periodical photographs of this work, which also are on record for future use.

Now we come to the human side of the photographer's work. To him falls the duty of supplying the bulk of the photographs for the "Victorian Railways Magazine," and it is largely in this connection that he comes in contact with railwaymen. He has some difficult jobs to perform at times, but it has become almost a tradition with the official photographers never to turn a job down. "It cannot be done" is a sentence unknown to them.

"We look upon jobs as something which have to be done," says Mr. Howieson, "and we always devise some means of doing them.

"We pride ourselves on never having turned down a job allotted to us. If it is humanly possible to be done, we do it."

There is no line or station in Victoria which you can mention where Mr. Howieson has not been at some time or other. In the early days of the photographic branch, when the tourist collection of photographs had to be built up, the job entailed much travelling, and it took the photographers to every corner of the State.

Tourist pictures have now become a side line.

There is not an activity in connection with railway work which does not call at some time or other for the services of the Railways photographer.

## What Comes of Old Tickets?

IF all the railway tickets issued in the metropolitan area in the course of a year were placed end to end they would form a line of cardboard 1in. wide reaching 3450 miles, or nearly the distance by rail between Perth and Brisbane. The enormous number of tickets necessary for this remarkable cardboard line would be 157,969,680, i.e., the number sold last year.

It is interesting to compare the growth of the suburban railway traffic during the last 20 years. In 1905 the total number of tickets issued in the State was but 20,111,680, whilst bookings for suburban journeys accounted for 17,783,890. This total number, if placed end on end as before, would form a line of cardboard 477 miles, or about the distance between Melbourne and Adelaide.

What becomes of all the old railway tickets? After collection at the various stations, they are forwarded daily to the auditor of receipts for examination. Here they are checked with the station returns. Remembering the numerous instances in which the passenger passes out of the station gates without giving up his ticket, the checking must reveal many discrepancies.

The tickets are next cut up into small strips with a ticket destroying machine worked by an electric motor. The scraps are then bagged and sent to the paper mills, where they are again converted into clean cardboard.

## Opportunity Column

Among the 29,000 railwaymen in Victoria are many with hobbies who would like to sell or exchange material with railwaymen having similar interests.

In this column the "Magazine" will publish advertisements free of charge provided they do not exceed three lines of type.

Make known here what you have to sell, what you want to exchange, or buy.

Matter must be received before the 15th of each month.

**FOR SALE.**—Photographs of Victorian Locomotives. Large size, 20in. x 14in., 5/-; 12in. x 10in., 2/9. Double rates to other than Victorian Railways employees.

## Ask Questions!

IF there is any aspect of railway operation in which you are specially interested and desire information on it write to the Editor. One of the objects of this Magazine is to tell you of the work connected with the Victorian Railways.

## Answers to Correspondents

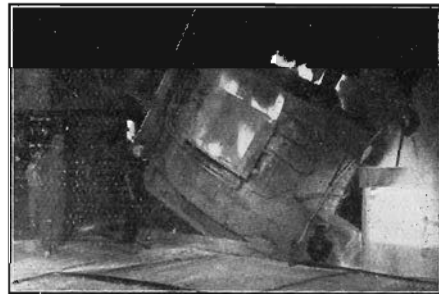
**R.B.**—Many thanks for all the good things you say about the Magazine.

**H.E.J.**—Not suitable for reproduction. A clear, sharp photograph answers best.

**Out Back.**—We appreciate your compliments and good wishes.

**L.C.D.**—Verses require a great deal of trimming. Why not treat the subject in good prose?

**F.M.**—Thanks for clipping, but the subject is hardly suitable for our columns.



Series No. 2

"The making of sound steel"

"Pouring" from 6-ton  
HEROULT ELECTRIC FURNACE

Watch this space for progress in  
our Manufacture of Railway Products

Vickers Commonwealth Steel Products  
WARATAH Limited N.S.W.

# Speak From Train To Town By Wireless

Mr. W. May, of the Way and Works Staff Office, Spencer-street, has discovered the following interesting item from "Popular Wireless":—

**T**HE telegraph engineer, so valuable to present-day life and industry, has until recently been more or less baffled in his attempts to get prompt messages to a train in motion. The automatic block signal has helped to eliminate danger from the track, and telegraphing from one station to the next has made it possible to get in touch with passengers on emergency calls. But for a passenger to be able to reach someone in his own city, or a business associate, has so far been very difficult.

The experiments of the Germans, however, during the last year, have apparently solved this vexing problem once and for all — by means of radio. Radio has already solved the problem of communication with ships at sea, or of sending out time signals to all points at a minimum cost. It is now utilised for the advantage of both passengers and railroad companies on the main express trains running between Berlin and Hamburg, and a two-way telephone conversation is at the service of the

traveller, if he wishes to get in touch with people at either end of the line.

The entire system is based on the principle of wired wireless. A standard duplex radio telephone set is installed in the last car of the train, and connected with the aerial which runs over the roofs of two cars. This transmission and receiving set is of very low power, as its only duty is to carry to the telephone and power wires running along the track-side the radio waves carrying the voice vibrations; or to pick them up from these power lines at a distance of not more than fifty to one hundred feet. The aerial on the train used for this work is a four wire flat type, running over the car roofs, and only about a foot or eighteen inches above them.

The train "radio central" can be plugged in with a jack to the telephone instrument, or can be switched to straight receiving, and pick up the broadcast concerts and programmes for the entertainment of the entire group of passengers. If a passenger wishes to telephone to the terminal cities—either Berlin or Hamburg—he gets the train operator to call his number via the "train transfer station," which is actually the connecting station between the city telephone system and the trains.

Be Convinced—At Our Expense

Secure a Free Sample of

## RAYDO LIFE PILLS

For Heart, NERVES, Blood

Prepared  
Solely by

# Dr. Marmaduke Rose

Melbourne's Eminent Heart and Nerve Specialist

READ WHAT A FEW GRATEFUL PATIENTS SAY

### NERVOUS BREAKDOWN

"I have been suffering for the past six years with severe nervous breakdown—limbs shaking, and quite unable to work. I have tried almost every medicine advertised. I have had only one box of **DR. ROSE'S RAYDO PILLS**, and I feel so much better. All the shaking has left me, and I am a new man. I am so delighted with the result that, for the sake of any who may be suffering in like manner, you can publish this testimonial."—Signed) W. J. LINDSAY, 18 Earl Avenue, East Brunswick, Melbourne, Vic. (Mr. Lindsay, of Brunswick, whose testimonial we have quoted, called in on April 15, 1925, to show us how he continued to be well. He says he feels younger than he did prior to taking the Pills.)—Present address, Gippsland.

### MESSAGE FROM

### A NURSE . . .

"I was living in the country, and got very bad with my heart—did not lie down for eight weeks—was making arrangements for a trip to Melbourne to see a specialist, when quite by accident I saw **RAYDO PILLS** advertised and thought I would try them. Two boxes quite cured me, and I am advising all my friends who are troubled with heart or nerves to try them. Please send two more boxes for patients." (Further particulars on application).

**RAYDO LIFE PILLS** are of inestimable benefit for affections of Heart, Nerves and Blood. They aid Digestion, Enrich the Blood, Beautify the Skin, and invigorate every organ. Nervous Ailments, Depression, Insomnia, yield rapidly to their use.

Fill in the coupon at the foot of this advertisement, and secure **FREE**, a generous trial sample of **RAYDO LIFE PILLS**. Full quantities are obtainable at 5/9 & 2/9 per box at all chemists or direct from

**Rose Remedies Pty. Ltd., 237 Collins-st., Melbourne (Next Age)**

ROSE REMEDIES Pty. Ltd., 237 COLLINS-STREET, MELBOURNE (Next Age, Ground Floor)

Please post me, free of charge, a Trial Sample of RAYDO LIFE PILLS. I enclose 1d. stamp for postage

NAME..... (Mr., Mrs., or Miss)

ADDRESS.....

(R.M. 1225)



## High Frequency Amplification Part II.—Transformer Coupling

**T**RANSFORMER coupling for high-frequency amplifiers is preferable to the ordinary tuned anode coupling where there is more than one h.f. valve. It also has the advantage that, by suitably arranging the number of primary and secondary turns on the transformer, increased amplification may be obtained.

The conventional arrangement of a two-valve transformer-coupled amplifier is shown in Fig. 1. The potentiometer is used to control self-oscillation, and the circuit performs best when the R.F. valves are of the low-capacity type, such as Marconi V24, Marconi DEV, or Myers valves.

Instead of the two condensers of .0003 microfarad capacity, a double condenser may be used, and this will considerably simplify the tuning. The circuit is then practically the same as that of Scott Taggart's trans-Atlantic receiver. It is very selective if operated with the valves just on the point of oscillation, and gives good DX results.

The potentiometer method of control is, however, always unsatisfactory, as it sacrifices efficiency. Stability may be obtained by using Hazeldine's neutrodyne method.

A very efficient circuit, using this system of control, is shown in Fig. 2. It is well known in U.S.A. as the Browning-Drake receiver, and combines a transformer of special design, with a tickler coil feed back to obtain regeneration. The transformer is arranged so that the capacity between primary and secondary turns is very small, and in practice as much as 90 per cent. of the theoretically possible amplification has been obtained.

When it is remembered that, with the ordinary transformer-coupled valve with potentiometer control the amplification obtained is rarely above two or three, it will be seen how much more efficient the neutrodyne is as a h.f. amplifier.

The construction of the special R.F. transformer is shown in Fig. 3. The primary winding of 26 turns is wound in a slot in a wooden disc placed immediately under one end of the secondary winding. The tickler is wound in two slots on a movable drum. A spindle projects through the panel, and can be operated from the outside of the set.

The neutrodyne condenser is of the usual type, and may be of the rotating disc micrometer pattern, such as the "Colvern" neutrodyne condenser. The neutralising tap is taken off at the 18th turn on the secondary, as shown.

It will be found that this receiver, when carefully assembled, gives very good long-distance reception, and is probably easily the most efficient circuit using three valves. The range when connected, as shown above, is from 200 to 600 metres.

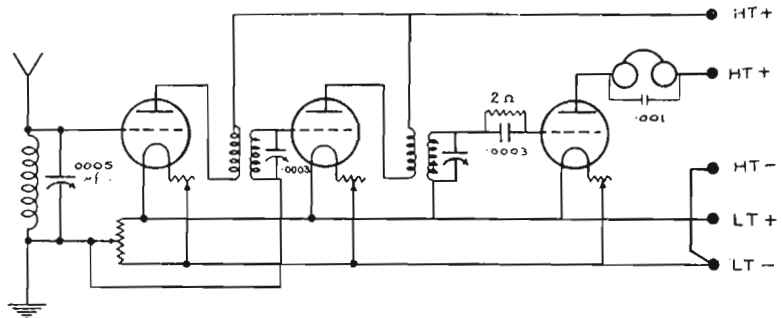


FIG 1

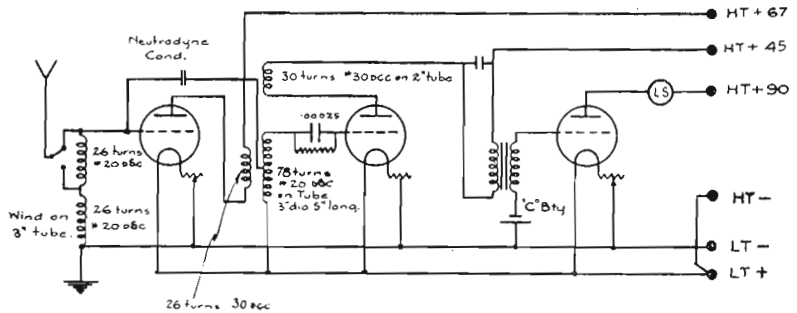


FIG 2

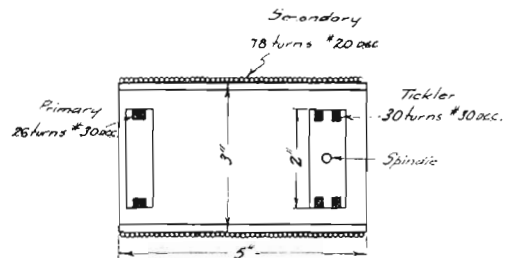
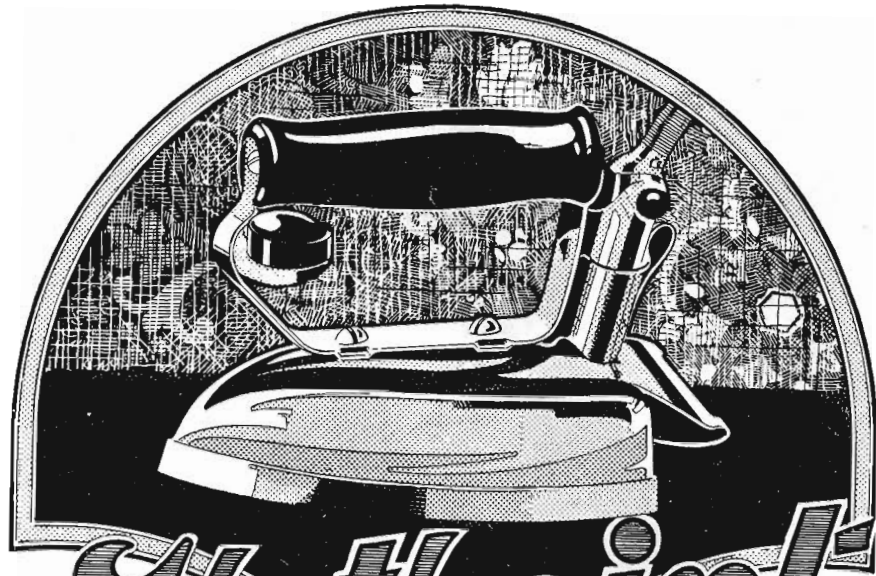


FIG. 3



# Hotpoint

## Electric Servants

The good dependable **HOTPOINT IRON** in a new, handsome and more appropriate dress.

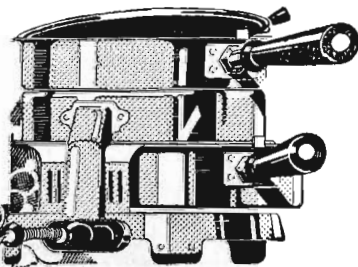
In this new model **HOTPOINT IRON** the cantilever strength-saving handle has

been made larger; this gives you a firmer grasp and makes it easier than ever to do the ironing without fatigue.

The new method of fastening the handle also prevents it from working loose and from breaking.



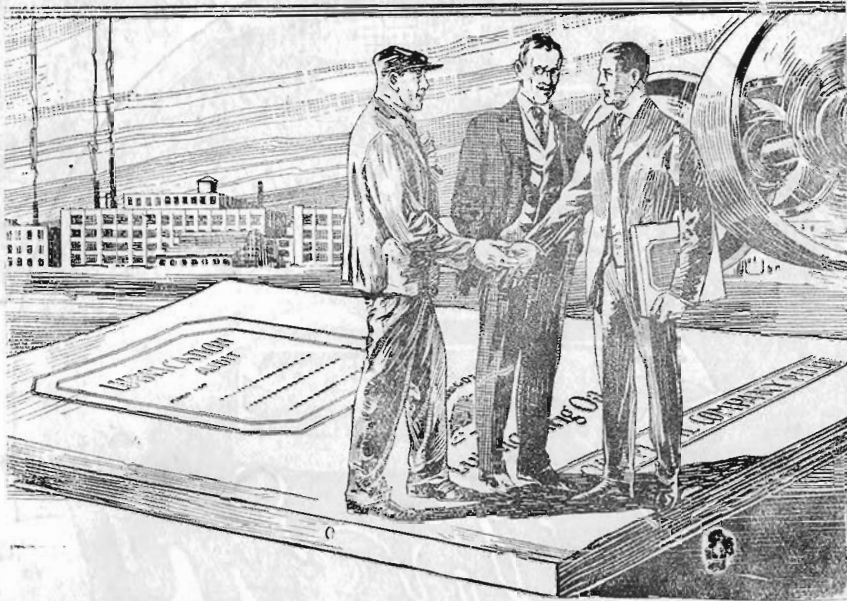
**GOOD COFFEE**—The making of good coffee is no longer a matter of skill or good luck. Modern domestic science recognises that the Hotpoint Electric Percolator is the one appliance which automatically prepares coffee of uniformly fine flavor.



**CONVENIENT COOKERY** with a Hotpoint Grill and Ovenette—a complete kitchen range in miniature. An electric cooking stove so light and compact that you can easily carry it from room to room, use it on the dining table or set it away on a shelf, and yet will cook the family meals or a single dish.

# Australian General Electric Co Ltd.

Wentworth Avenue, Sydney. 27 Grenfell St., Adelaide. Little Collins St., Melbourne.



To Plant Executives ...

## When your Engineer and our Representative put their heads together ~

**W**HEN one of our representatives comes to your plant he brings a practical knowledge of machinery and a specialised knowledge of lubrication.

Your man contributes his knowledge of operating conditions and the problems in your plant.

Thus they meet on common ground. They discuss the problems of lubrication from the standpoint of such practical matters as efficient machine operation, overhead charges, coal waste, repair bills, etc.

The full force of our lubrication knowledge, gained through many years of study and experience, will be focussed upon your individual plant—upon the lubrication needs of each engine and machine.

We are frequently called upon by plant owners to make a complete survey of their equipment and operating conditions. This survey we call a Lubrication Audit. We shall be glad to tell you about the Lubrication Audit on request to our nearest branch. It is a service we render to plant owners without obligation on their part.



# Lubricating Oils

*A grade for each type of service*

5 LU 3

## VACUUM OIL COMPANY, PTY LTD



# THE VICTORIAN RAILWAYS MAGAZINE

*VOL. 3. No 2.  
PRICE SIXPENCE.*

*FEBRUARY  
1926.*



***BIGGEST FRUIT CROP YET THIS SEASON,  
EAT IT FOR THE GOOD HEALTH REASON.***

*(See Page 29)*

K.F.L.

*ISSUED UNDER THE AUSPICES OF THE VICTORIAN RAILWAYS INSTITUTE*

# PURELY AUSTRALIAN



## OLD GOLD CHOCOLATES"

6<sup>o</sup> & 1<sup>4</sup> Tablets  
½ lb & 1 lb. BOXES

MADE BY *MacRobertson*  
MELBOURNE AUSTRALIA

*MacRobertson*

The Mark



of Efficiency

# "Metrovick" ELECTRIC MOTORS

BRITISH MADE

Obtainable in all sizes, AC or DC

We have world-wide experience in the design and manufacture of ELECTRIC MOTORS to suit all conditions, and will be pleased to give any information desired to meet specific requirements.

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ELECTRICAL CO. LTD

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# THE RAILWAY MAN



RESPONSIBILITY is the "second self" of the railway man. Daily the lives of human beings are in his care.

On him depends the safe transportation of the merchandise by which our country lives.

This heightened sense of responsibility is carried into his private life. It gives the railway man a serious view of citizenship, and leads him to save consistently.

The State Savings Bank affords him perfect security, and offers special facilities for withdrawals in any part of the State.

**ONE SHILLING WILL OPEN AN ACCOUNT.**

## The State Savings Bank of Victoria

New City Offices: { Corner Spencer and Collins Streets (opp. Station)  
(Convenient for Railwaymen) { Corner Swanston Street and Flinders Lane

**ALEX. COOCH,**  
**Acting General Manager.**

CUT THIS OUT AND POST WITHOUT DELAY

To THE EDITOR,  
VICTORIAN RAILWAYS MAGAZINE,  
Room 6, Victorian Railways Institute,  
Flinders-st. Station, Melbourne

Dear Sir,

Please enrol me as a regular Subscriber to the Victorian Railways Magazine. I enclose <sup>Postal Note</sup> Money Order for 7s., being one year's subscription in advance for the despatch of the Magazine to me post paid each month.

Name.....

Address.....

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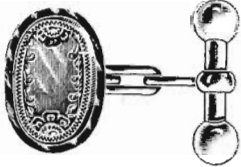
Date.....

# WE MIND OUR "P'S" AND "Q'S"

When selecting our stocks of Watches, Jewellery and Silverplate we mind our "P's" and "Q's"—we see that

**OUR PRICES AND QUALITIES ARE RIGHT!**

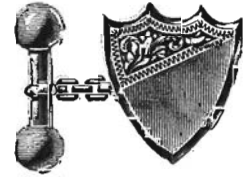
We go further—we guarantee them. Now you have the secret of the rapid progress of our business, and in justice to yourself call and inspect our stock



J1388—9ct. Gold Sleeve Links, £1 pair; in 15ct. Gold £1/15



J1500—High Grade 9ct. Gold 15-jewelled Wristlet Lever with Moire Silk Ribbon. Guaranteed for 5 years. £4 10/- Others £5 and £5 10/-. Various styles for your selection, same prices



J1365—9ct. Gold Sleeve Links, 15/- pair; heavier, 20/-; in 15ct. Gold 35/-

Your Copy of our New 1926 Catalogue awaits your enquiry. Send To-Day.



J1242—9ct. Gold Signet Ring, 25/- (Initials Engraved Free)



J1239—9ct. Gold Signet Ring, 22/6

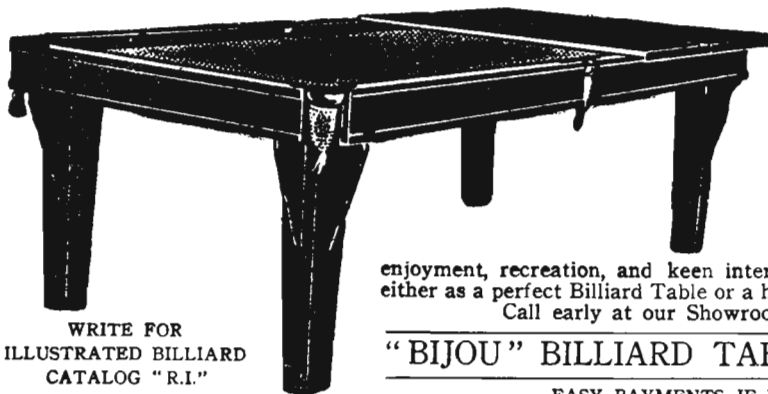
A Written guarantee is given with every purchase

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**It's Only Fair** that the Readers of this Magazine should, when their needs lie in the direction indicated, deal with the Advertisers represented herein. The high quality of this Publication is achieved by the support of the Advertiser. He asks, not unreasonably, for a fair measure of the Reader's support.



WRITE FOR ILLUSTRATED BILLIARD CATALOG "R.I."

### THE GAME FOR ALL SEASONS...

Whatever the Time of the Year, the proposal "Let us have a Game of Billiards" is always hailed with pleasure, and with a "BIJOU" BILLIARD-DINING TABLE available, there's always

enjoyment, recreation, and keen interest! Ready in an instant either as a perfect Billiard Table or a handsome Dining Table. Call early at our Showrooms or write.

**"BIJOU" BILLIARD TABLES FROM £36**

EASY PAYMENTS IF DESIRED.

**ALCOCK & CO. PTY. LTD.** For All Sporting Requisites.

FOUNDED 1853.

338-40 FLINDERS LANE (BETWEEN ELIZABETH & QUEEN STS.) MELBOURNE

## VICTORIAN RAILWAYS INSTITUTE.

## DEPARTMENTAL EDUCATIONAL CLASSES, 1926.

## MELBOURNE DIVISION.

Classes commence 1st February, and are open to all Financial Members of the Institute who have paid one year's subscription in advance or have signed form of authority to collect subscriptions through Pay Rolls.

REGISTRATION FEE.—1/- will be charged to students for enrolment in each class. Enrolment Form must be produced to Instructor upon joining a Class.

Each Member attending Classes may obtain a Free Card Pass (First or Second Class, according to Departmental status), available from the station nearest to his home, to Flinders Street and return Application to be made by the Member to the head of his Branch.

## TERMS:

The CLASS WORK is divided into FOUR TERMS of 10 Weeks each, as follows:—

1st TERM—1st February to 10th April.

3rd TERM—5th July to 11th September.

2nd TERM—19th April to 26th June.

4th TERM—20th September to 27th November.

## SYLLABUS OF ORAL CLASSES:

CLASS.	DAY.	TIME.
AMBULANCE	Arranged by V.R. Dept. (see Weekly Notice)	—
APPLIED MECHANICS	Wednesday	7.30 p.m.
BUILDING CONSTRUCTION	Tuesday	7.30 p.m.
ELECTRICITY AND MAGNETISM—		
Grade I.—First Year	Monday	7.30 p.m.
„ II.—Second Year	Tuesday	
„ III.—Demonstration	Friday	
ENGINE WORKING AND WESTINGHOUSE BRAKE	Wednesday Thursday	7.0 p.m. 10.0 a.m.
ENGLISH COURSE (i.e. Arithmetic, Geography, Grammar)—		
1st Grade	Friday	7.30 p.m.
2nd Grade	Thursday	7.30 p.m.
ALGEBRA—		
1st Grade	Monday	7.30 p.m.
2nd Grade	Tuesday	7.30 p.m.
MECHANICAL DRAWING—		
1st Grade	Monday	7.30 p.m.
2nd Grade	Wednesday	
3rd Grade	Monday	10.0 a.m. and 7.30 p.m.
SAFE WORKING—Train Running, Guard's and Enginemen's Duties, etc., Signalling	Tuesday	
Thursday	10 a.m. & 3 p.m.	
SHORT HAND—		
Theory Elementary	Tuesday	7.30 p.m.
Theory Advanced	Thursday	5.0 p.m.
Speed Course	Tuesday	5.0 p.m.
„ „	Thursday	7.30 p.m.
STATION ACCOUNTS AND MANAGEMENT	Monday Tuesday Thursday	10.0 a.m. and 2.45 p.m. 7.30 p.m.
TELEGRAPHY—Practice and Theory	Monday and Thursday	9.30 a.m. till 1.30 p.m. and 7.30 p.m.
TYPEWRITING	Tuesday, Wednesday, Friday	9.30 a.m. till 5.0 p.m.
ACCOUNTANCY—	Wednesday	5.0 p.m. and 7.30 p.m.
Intermediate Course	Tuesday and Friday	7.0 p.m.
Final Course	Tuesday	6.0 p.m.
BOOKKEEPING—		
Commercial Course	Friday	6.0 p.m.
HIGHER EDUCATION—		
Modern Languages, viz., French, German, etc.	Monday	7.30 p.m.
Economics, History, Psychology Literature, etc. (Subjects selected by Students)	Tuesday	
ART— i.e., Landscape Painting, Oil and Water Colour Painting, Commercial Art and Design	Classes commence in April Saturday	2.30 p.m.

Students are advised that at the close of the Educational Classes each year examinations are held in all subjects for those who have enrolled and attended not less than 45 per cent. of the possible attendances.

The prizes available to Institute Students are—The “Harold Clapp” Prize under three divisions, viz: Division (a) Prize, £7. Division (b) Prize, £7. Division (c) Prize, £7.

The “J. C. M. Rolland” Prize, £5 5s.

The above-mentioned are special prizes. The following are awarded as First Prizes in all subjects:

“T. H. Woodroffe” Prize, presented by the late Chief Mechanical Engineer, T. H. Woodroffe. “Peter Alexander Memorial” and “W. R. Brown Memorial” Prizes, and Council First Prizes; in addition to which the Council awards a Second Prize for each Subject (in each grade) of the examinations.



The name "NEWMAN"  
is a guarantee of Quality

Choose the Engagement Ring at the Old Established  
House, and you can rely upon genuine quality and  
the greatest possible Value



33,255—3 Diamonds, Plati-  
num Settings,  
**£21**



33,363—18-ct. Gold,  
Platinum Settings,  
4 Diamonds,  
**£10 10s.**



33,265—19 Diamonds,  
Platinum Settings,  
**£27 10s.**



33,268—9 Diamonds,  
Platinum Settings,  
**£14**



33,342—18-ct. Gold, Plati-  
num Settings, 13 Diamonds  
**£15**



33,340—18-ct. Gold,  
Open Cluster, 9 Diamonds  
Platinum Set.  
**£10 10s.**



33,279—18-ct. Gold,  
Platinum Settings,  
17 Diamonds,  
**£30**



33,374 New Hexagon  
Design, Platinum Settings  
4 Diamonds,  
**£12 10s.**

*Newman's*  
Established 1877

**84-86 Elizabeth St., Melb.**

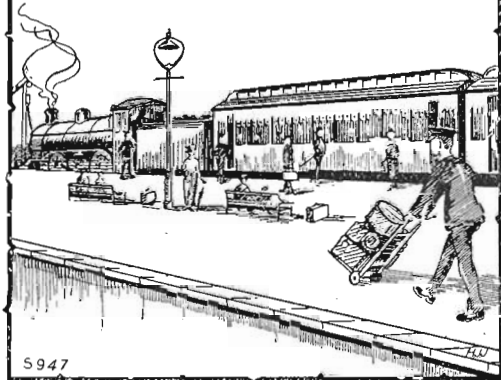
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Includes the handling of all sorts  
of goods and luggage, and his  
hands are bound to become  
very dirty.

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CLEANS DIRTY HANDS



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By WILLIAM ORLANDO BAGLEY

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inghouse Automatic Brake, Instructor for Fire-  
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To the Management, Care, and Working of Steam  
Boilers, Engines and Pumps; and to Exams. for  
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gineers, Indicator Diagrams, Lubrication, Etc., Etc.

By A. C. WANNAN, M.C.E.

Revised and re-written, with two new chapters  
on CONDENSING ENGINES

By A. C. WANNAN

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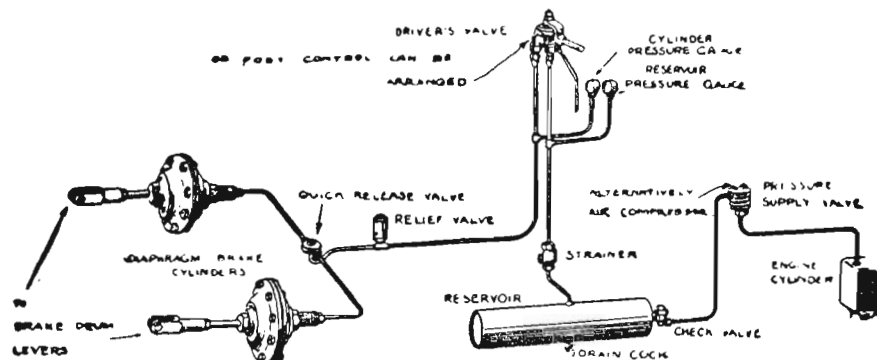


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# The Victorian Railways Magazine

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## PRINCIPAL CONTENTS FOR FEBRUARY

	PAGE
FIRST WORLD TOURIST SHIP VISITS AUSTRALIA	9
S.S. "Carinthia" calls at Melbourne	
"IT'S A REAL TIP TOP CRANE"	10
New portable crane for the Melbourne Goods Yard	
RADIO SPREADS THE "BETTER FARMING" MESSAGE	11
THINGS WE ARE TALKING ABOUT	12
Railway Matters of the Moment	
Victoria's Progressive Year. An S.M. who gets Business.	
CINEMA TELLS THE RAILWAY STORY	13
FLINDERS STREET STATION AND ITS DEVELOPMENT	15
An interesting story of early railway history in Victoria	
AUSTRALIA'S TRANSCONTINENTAL RAILWAY	19
Impressions of Mr. W. M. SHANNON, Railways Commissioner	
HUGE CHRISTMAS TRAFFIC HANDLED WITHOUT A HITCH	21
With humorous sketch by Angus Mac	
VICTORIA HAS WONDERFUL TROUT STREAMS	23
By Mr. C. S. Wentworth	
IT IS ALWAYS SPRING CLEANING TIME AT DUDLEY STREET	24
YOUNG VICTORIANS GAIN EXPERIENCE ABROAD	25
Railways Commissioners arrange special facilities for young Victorian Railwaymen	
STOP THE LEAKS IN TICKET REVENUE	26
An appeal to the staff	
HOLIDAY PHOTOGRAPHIC CONTEST	27
With winning photo. for January	
TRAVELLING IN THE NORTHERN TERRITORY	28
By Mrs. J. S. Litchfield	
"EAT MORE FRUIT" CAMPAIGN	29
Details of New Distribution Scheme	
"LOVE YOUR WORK"	31
By Mr. M. J. Canny, General Supt. of Transportation	
SOUTH AFRICAN AMAZED AT THE "BETTER FARMING" TRAIN	33
By Mr. H. B. Terry	
CARETAKING BRINGS PLENTY OF WORRIES	43
By Mr. Frank Smith	
"PREVENT CLAIMS"	45
By Mr. J. Southam	
INTERESTING RAILWAY PEOPLE	51

Articles published in the Victorian Railways Magazine express the views of contributors, and are not to be accepted as coming from the Administration unless specifically stated.

FOR 7s. per annum in advance the "Magazine" will be forwarded to any address. It is delivered free to all members of the Victorian Railways Institute.

Articles and reports on matters of interest to employes, short stories and verse, photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor, "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

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FLINDERS STREET STATION MELBOURNE.



## TOPICS OF THE MONTH



## The Bigness of Little Things

**W**E grow accustomed to our daily routine tasks. We perform them over and over again until we are likely to fall into the error of undervaluing their importance.

No railway task is unimportant. Railways do big things, but the big things they do are the product of thousands of little things we do individually. A train carrying passengers or goods moves from one end of the State to the other. That is a big thing, but thousands of railwaymen by their various tasks, each seemingly insignificant, contribute to the movement of that train.

\* \* \*

The work of the railways is filled with countless examples of the bigness of little things. Easy starting of trains, careful handling of goods and baggage, maintaining an efficient roadbed, little courtesies to the travelling public, promptness in answering correspondence, courtesy at the telephone—these are some of the many little things which we can do to make the Victorian Railway Service remembered and talked about by our patrons.

\* \* \*

Transportation is a great and vitally important service. It makes all other human activity and human progress possible. Let us make it as perfect as we can by attention to the little things.

## Clinch the Bargain

**E**VERY Victorian railwayman recognises the absolute importance of courtesy in his social and business affairs. Consequently, throughout the length and breadth of this system there is growing a spirit of personal courtesy which is very gratifying. But we must not forget that we are a business organisation.

\* \* \*

If a person comes along and makes enquiry about tourist resorts, it is not sufficient to courteously give information—not nearly sufficient. That is just the essential prelude to the real point, which is to sell that person a railway ticket.

A strenuous, although entirely courteous, endeavour should be made to ensure that before the enquirer leaves the premises he has bought a railway ticket, if that is at all possible.

\* \* \*

Precisely the same spirit should animate those looking after the goods or livestock business. In these days of competition it has become absolutely essential that we should go out and get the business.

It is worth doing because it is an immediate personal reflection upon our whole welfare.

Sell your own product—railway transportation.

# World-Cruise Steamer Visits Victoria

Victoria has its "Reso" Train, but on January 2nd and 3rd people of this State saw what is practically a "Reso" ship. The S.S. "Carinthia," a British steamer owned by the Cunard Steamship Company, berthed at Port Melbourne with 500 world tourists aboard.

SOME months ago 348 men and women, mostly American, decided to see the world. They left New York on October 10, 1925, on a five months' trip, and when they get back to New York on March 10 they will have visited Cuba, Panama, California, Hawaii, Japan, China, Philippine Islands, New Guinea, New Zealand, Australia, Java, Strait Settlements, Ceylon, India, Egypt, Italy, France, Spain, and England.

A wonderful trip it will have been, including short but extremely interesting excursions at every port of call. The "Carinthia" is a 20,000-ton British ship belonging to the Cunard line.

The tourists did not see a great deal of Australia, but we should feel very glad they were able to see any at all. It is a fine thing to have people viewing our country and making trips into the interior, even though they are very short trips. No one can doubt that when the 348 people aboard return home they will often think of Sydney, Melbourne, Hobart, and Perth, and of the trips to the interior made from those points.

Sydney was the first point touched in Australia. It was reached on December 28. As Australians, we must feel a great deal of satisfaction in the knowledge that the first view of this country was obtained from the waters of our finest and most beautiful Australian harbour. A number of the visitors went to the Blue Mountains and the Jenolan Caves and the Hawksbury River, and 28 of these travelled overland to Melbourne, arriving here on New Year's Day.

They had a good trip across, and were very pleased with the service they received on the way.

## Dining Cars Praised

They liked our dining cars very much. Mr. Leonard W. Best, Shore Excursion Manager for the "Carinthia" cruise, said, in reference to the dining car on the Albury to Melbourne express: "The dining car service on your railways is superior to anything that I have seen in any part of the world. It is clean, tasty, and cheap, and I am taking some of the menus home to show to the companies on our side."

One of the Melbourne morning papers also spoke in a rather flattering way concerning the railways. Speaking of the "Carinthia" visitors, it said:—

"It is pleasing to see the manner in which our Railway Commissioners invariably rise to the occasion when a large party of visitors arrives from overseas.

"No stone is left unturned to enable them to see as much of the country as possible.

'On this occasion those tourists who came

overland from Sydney to rejoin the 'Carinthia' in Melbourne were met by a representative of the Commissioners on the border, and given every facility to inspect the back country.

"This policy of the Department could well be followed by all.

"To develop Australia we must advertise it among the thousands of visitors who yearly call at our ports."

In connection with this matter, Mr. Best also said: "When we arrived at Albury we were met by Mr. J. C. Boyce (Government Tourist Officer). I want to emphasise the importance that we attached to that meeting, and to the courtesy extended to us by Mr. Clapp and the Victorian Minister for Railways."

These overland visitors joined up with the others of the party when the ship arrived from Hobart on January 2, and 75 motor cars, all equipped with luncheon hampers, took the visitors on a sight-seeing expedition about the city, along St Kilda Road, and up to Fern-tree Gully and Belgrave. They came back right around Mount Dandenong, Montrose, and Croydon.

## Impressed with What They Saw

Generally speaking, the visitors were well impressed by the little they were able to see in Australia, and by the friendly manner in which they were received. This must inevitably have good results, because there is a good deal in common between Australia and America in race, language, trade, social customs, individual and national aspirations, and in outlook generally.

There is no question of the good advertisement we will get out of this visit, and an advertisement, not only for our country as a tourist resort and the place for business, but also for friendly people, because we believe our visitors when they say that they like the way we treated them.

The visitors examined the train on the way from Albury, and thought it very fine indeed. They were somewhat surprised to find that it was wholly designed and manufactured in Victoria.

Mr. Clapp, Chairman of Commissioners, met the visitors at Spencer Street, and told them he was glad to see them. They certainly appreciated his welcome.

It is very satisfactory to know that in all probability this cruise will be followed by an endless succession of others. There is some talk of the "Carinthia" itself returning in about a year's time under the same management as at present, i.e., Raymond and Whitcomb, of America.

## “A Real Tip-Top Crane!”

That's how Foreman A. E. Burns enthusiastically describes the brand new portable electric crane recently installed in the Melbourne Goods Yard of the Victorian Railways.

**W**HOLLY assembled and set-up at the railway workshops at Spencer Street, the neat little silver-grey motor crane weighs 10 tons 5 cwt., and has a capacity of two tons and a 40-h.p. Tilling-Stevens motor with petrol electric drive.

“And there's no complicated gear or intricate mechanism to get out of order,” remarks the genial driver, J. Pascoe, who has had charge of the crane since its arrival at the goods sheds. “Everything's as simple as can be.”

Foreman Burns breezily conveys the impression that the crane had arrived just in time to save him from an early grave.

“A real tip-top little crane,” he declares heartily. “Congestion has been just about done away with altogether. The nine stationary cranes that we have erected along the platforms used to attract all the lorries and motors to the places where they were located, and the waiting vehicles used to get jammed up and tangled together, with the drivers exchanging hoarse compliments and directing one another to stand back and stop crowding.

“Now Joe just slips in with his crane and escorts some of the lorries further up the road out of the ruck, and we've got the trucks loaded so quickly that the most disgruntled driver can't help commenting on it.

“Harvesters, binders and reapers are our long suit. Hugh V. McKay himself wouldn't expect them to be handled more carefully or quicker than they are now.

“It's the same with inwards traffic. Every driver who came here used to confidently expect that the truck with the goods which he had to unload would be the very one that was



docked fair and square under one of the stationary cranes. And when it wasn't and he had to wait, well, in ninety-nine cases out of a hundred he'd 'spring right in off the deep end' and tell off everybody in hearing without restraint.

“Now, of course, the crane can proceed up the road and at once unload any urgent consignments from anywhere along the rake of trucks, no matter if it's hundreds of yards from the nearest stationary crane.”

Besides relieving congestion and facilitating loading and unloading operations, the portable crane has also considerably lightened the work of the Yard pilot engine by eliminating much expensive shunting work.

“And we don't have so much trouble with the drivers,” adds Foreman Burns, with a twinkle in his eye. “There's better feeling all round. Not so much worry and argument. With a bit of luck, I might last till 65 now and draw my superannuation.”

## Government Control of 'Buses

**T**HE Ministry of New South Wales announced on January 7 that they had decided that the Government should take over control of all motor 'bus transportation in the city of Sydney and the suburban areas.

It is proposed that the 'buses will be vested in the Railways Commissioners and will run in conjunction with the trams. The Commissioners have been asked to draw up plans and submit details for the resumption of the 'buses. A desire has been expressed by the Ministry not to disturb the present employees and to amply compensate the proprietors.

*If there is anything interesting in your district let the Magazine know of it.*

## Renaming of Stations

**T**HREE of Victoria's railway stations have just been presented with brand-new names.

Lancefield Junction has been re-christened Clarkfield; Kyemery, on the Elmore-Cohuna line, has been altered to the high-sounding and somewhat aristocratic name of Roslynmead; and Tol Tol, on the Robinvale line, is trying to get accustomed to its new appellation, Bannerton.

In these three cases, the change was made at the request of local residents.

# Radio

**SPREADS THE  
BETTER FARMING**

**MESSAGE**



Dr. W. A. N. Robertson  
speaking into the  
Microphone

Not everyone is able to inspect the Better Farming Train and hear the many interesting lectures. That is why the Victorian Agricultural Department and the Railway Commissioners use wireless to spread the Better Farming message. The first broadcasting session was conducted from the train at Geelong during December.

THE closing tour of the year was deemed a fitting time to broadcast a typical day's programme at the train, and at Geelong on Friday, December 10, this was carried out by the authorities of 3LO, acting in co-operation with the officers on the train. Reports received from many distant centres indicate that the broadcasting was entirely successful, the transmission clear and distinct, and the lectures highly appreciated.

Mr. T. W. Bearup (studio manager) and Mr. H. Johnston (chief engineer) represented the broadcasting company.

From the Victoria car, which is the traveling and rest coach, Dr. W. A. N. Robertson, chief officer of the Agricultural Department on the train, explained to listeners-in the objects of the train. The project, he said, had been inaugurated with a view to giving practical assistance to the man on the land.

The keynote of the enterprise was efficiency, and if those who visited the train would listen attentively to the lectures, and then go through the cars with a proper appreciation of the object of the exhibits, great good would result.

Every exhibit carried a lesson, and was not there as a curiosity or something interesting to be seen and forgotten. Listeners-in might remember this, and when the train visited their district they should arrive early, and thereby see everything and hear the important lectures delivered in the forenoon.

Although the ultimate beneficial results of the information supplied from the train would

not be apparent for some considerable time, Dr. Robertson explained, already great improvement had been noted in certain directions. As an instance, since the train started its tours 50 herd testing associations had been formed or were in course of formation, and each association represented an average of 700 cows. The associations were for the purpose of determining the individual worth of the cows by the infallible method of the Babcock test, the subsequent culling of the duds, and the elimination of the scrub bull, thereby building up the herd to a high standard.

This improvement in dairying practice applied, more or less, to all other activities of the train. The whole project was a great co-operative educational effort on the part of the Departments of Agriculture, Railways, and Education.

Mr. C. Mullany, Railways Organising Officer, said the Railways Department played a minor part in the enterprise, yet the Commissioners were vitally interested in its success.

The Railways Department could expect no immediate benefit from the train, but the prosperity of the Department depended very largely upon the success of the primary producers.

Nine tours had been undertaken to date, 96 centres had been visited, and 70,000 people had visited the train. Its value and utility had been attested by public men of all political opinions, by practical farmers in every district, as well as (Continued on page 79)

# Things We Are Talking About

An S.M.'s Business Ability—Victoria's Progress—Better Farming Train Results—Safety Work Pays

## Victoria is a Progressive State

**A**T the end of 1925 Victoria's population was 1,685,000, an increase of approximately 28,000 for the year.

The population of Melbourne now stands at 915,000, an increase for the year of 29,300.

Capital value of rateable property in Victoria increased by £40,000,000, from £499,000,000 to £539,000,000, while annual value increased by £2,200,000, reaching £29,000,000.

Deposits in Victorian banks, including the Commonwealth Bank, were approximately £90,000,000 throughout the year.

The estimated value of factory output for the year was £116,000,000, an increase of £3,000,000.

One of the biggest developments during the year was in the dairying industry, the annual production of butter-fat jumping from 86,000,000lb. to 90,000,000lb.

## Always Work for Safety

**H**ERE is an incident which illustrates the necessity for making the prescribed train air brake test:—

"The 8.15 a.m. Down Goods on 2/12/25 was delayed 21 minutes at Deep Lead. Guard King states that when ready to depart from Deep Lead he made the brake test from the van. The needle would not come back to normal, and on examining the train with the driver, he found the tap closed on truck 177 'M,' apparently caused through some unknown person crossing over the train."

This test made by the guard prevented the possibility of a serious mishap to a heavily-laden goods train. It shows in a striking manner the need for railwaymen to work "safe" at all times.

## Better Farming Train Results

**N**OT only does the "Better Farming" Train impart knowledge to farmers in the districts visited, but it brings them into touch with breeders of prize stock who have exhibits on the train.

For instance, Mr. Hutchinson, of Somerville, the owner of Babs of Somerville, the champion Jersey cow of Australia, which is carried on the train, has obtained many orders for young prize stock as a result of tours of the Better Farming Train.

After the recent visit to Romsey, Daylesford and Maryborough, a truck of 15 heifers was consigned to Romsey for distribution to farmers in the district who had purchased them as a result of seeing Babs of Somerville on the train and hearing the lectures from the Agricultural Department experts.

Since April last Mr. Hutchinson has sent stock to Cohuna, Cobram, Traralgon, Mitiamo and Gelliondale. All these sales he attributes to the visits of the Better Farming Train.—G. A. Currie, S.M., Somerville.

## New Pacific Type Loco.

**M**ANY applications are received by the Editor for information concerning the new Pacific type locomotive which it is intended to construct for use on the Victorian Railways.

The Chief Mechanical Engineer (Mr. A. E. Smith) is not yet in a position to give details concerning the work, but he assures us that he will do so at the first available opportunity.

Engineers in the Rolling Stock Branch are at present busy on the preliminary plans. Nothing definite has been decided upon, and until the Chief Mechanical Engineer is in a position to state the main features of the new locomotive he prefers to remain silent.

Readers of the Magazine may rest assured that as soon as any details are available they will be obtained and published.

## What Railwaymen Can Do

**S**OME of our stationmasters, in the past two years, have taken a lively interest in the disposal of fruit to local residents. A striking illustration of what railwaymen can do is afforded by Mr. F. Dorey, Stationmaster, Panmure.

On receipt of a circular from one of the growers' organisations, Shepparton, he decided to interest local residents in the purchase of citrus fruit, and during the last season he caused to be sold 140 cases in single case lots.

It is obvious that had Mr. Dorey not interested himself in the matter little, if any, of this fruit would have been disposed of at Panmure.

Panmure is a small place, and Mr. Dorey's efforts demonstrate the possibilities of what railwaymen could do in the more important districts if they were to follow anything like the standard set by Mr. Dorey.

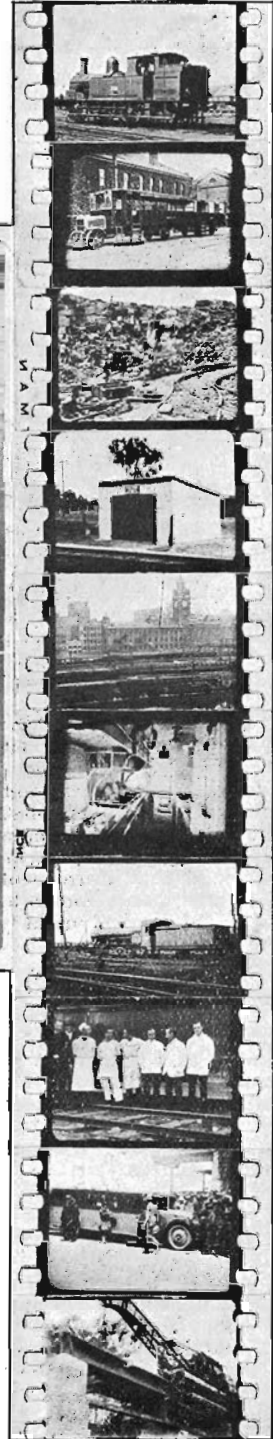
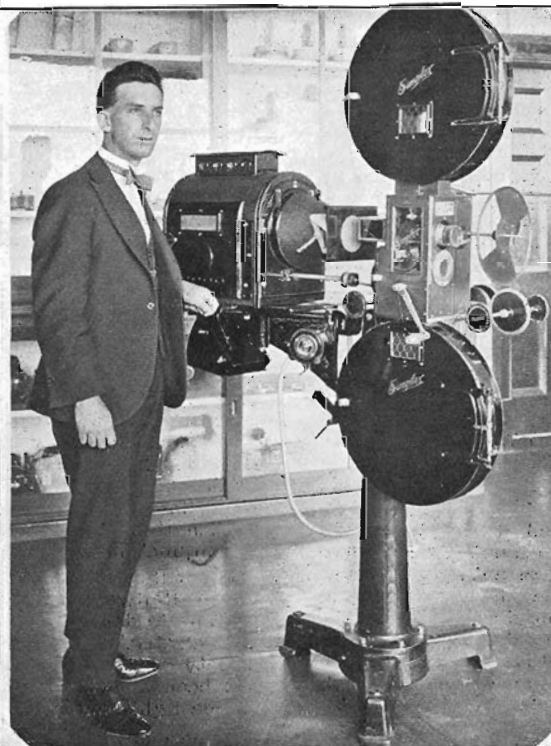
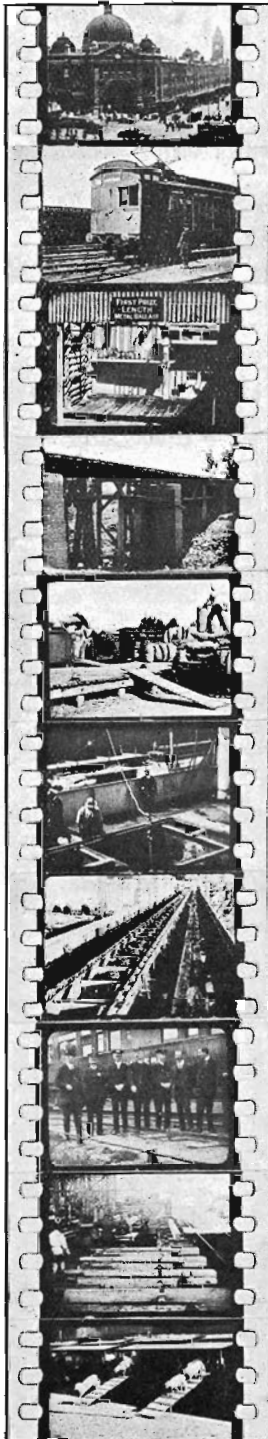
## Employes Benefit When Railways Are Prosperous

**I** HAVE always tried to impress the membership with the fact that their interests as employes are directly in accord with the interests of those who are operating the property; that it is to their interest to assist rather than oppose any honorable method that will increase the earning capacity of their employer; that if the railroad is earning a fair revenue the employes will have a better chance of securing an increase in pay; that in working against the interests of their employer they are really working against their own interests, and they can have little hope of securing better working conditions and more compensation by so doing.—W. G. Lee, President of the American Brotherhood of Railroad Trainmen.

# Cinema Tells the Railway Story

One of the most effective means adopted by the Victorian Railway Commissioners for imparting knowledge concerning railway operation to the public has been the

cinema. Thousands of people in Victoria have seen the film, "The Victorian Railways at Work." Mr. Grant Allen, the Departmental Cinema Operator, has passed through his machine about 80,000,000 feet of film during the last four years.



**T**HOUGH he has screened the picture in practically every country town in Victoria, and has passed so many millions of feet of film through his machine, Mr. Allen is not so proud of these accomplishments as he is of the fact that he has not lost one foot of film through mishap.

He was first appointed official operator to screen the film obtained from the Southern Pacific Railway Company, U.S.A., entitled "The Supply Train System." This film was taken throughout the country centres of Victoria to enable Victorian railwaymen to see how things were done in America.

The picture was screened in many makeshift theatres. Sometimes there were proper halls where it could be shown; at other times station platforms were used. Even refreshment rooms and waiting rooms were invaded, while station yards, goods sheds, signal boxes,

## This Month's Cover Design

*All the work of preparing the design was done by photographers and artists employed by the Victorian Railways Department.*

*"Eat More Fruit" is the spirit of the design. The fruit in the basket was obtained from the Railway Fruit Stalls; the orchard which serves as a background is in the Harcourt district.*

and side walls of station premises made good places on which to hang the screen.

Many country towns had no electric light, and it was then necessary for Mr. Allen to make his own arrangements for a supply of light with which to screen the picture. Festoons of electric bulbs were at times hung around the station platforms, and to the amazement of the audience, which included not only railwaymen but local councillors and businessmen, they would see electric light in their own town for the first time. The light was obtained from a portable plant.

Seating accommodation for the audience in those days was another problem, and here the aid of the local station master and his staff had to be invoked. Seats would be improvised by using forms on the platforms, boxes of merchandise, and anything available.

It was amusing to see the expression on the faces of passengers in passing trains and also trains that stopped for refreshments at the station where the picture was being shown. One passenger asked Mr. Allen: "Say, old chap, how much do you pay the Railways for the privilege of being permitted to show this picture on their stations?"

### No Pass-Out Checks!

Another questioner asked if the porter at the barrier would give pass-out checks during the performance, and an enterprising ice-cream seller asked whether he could obtain the right to sell ice-cream during the intervals. He was very disappointed when he was informed that there would be no interval, as the performance had to be pushed on with and the plant packed up in order to get away to the next town.

Showing on country platforms is often a feature with the screening of other railway pictures during the summer months.

For the position of cinema operator in charge of a plant that must be ready for use in all sorts of halls and under all sorts of conditions, it is essential that a man have a knowledge of electrical fittings. He must also understand all kinds of power engines, as many different makes are found in country theatres where the Victorian Railways film is now being screened at intervals.

The film, "The Victorian Railways at Work," was primarily produced with the object of improving the Victorian railwayman's knowledge concerning his own job and to show the people of the State the wonderful advancement made in railway transportation in this State in the last few years.

The film was assembled by Mr. Allen, and copies were sent to Wembley Exhibition in London, to the South African Railways, and

to the American universities. A copy was also given to the British Service Squadron of the Imperial Fleet which visited Australia in 1924.

Though he personally makes no claim to the distinction, Mr. Allen is entitled to the honor of having been the first in Australia to screen a cinema film in the parlor car of a moving train. He has shown pictures many times during tours of the "Reso" trains while the train has been travelling at anything up to 50 miles an hour. Lord Burnham, in congratulating Mr. Allen on the screening of pictures during the tour of the Empire Press Delegation in Victoria in September, said that he had not seen anything to equal it in any other part of the world.

### Tourist Films also Shown

One must not get the idea that there is nothing for the Official Cinema Operator to do between screenings. When the railways pictures are not being shown, there are many tourist pictures which are screened at various centres as an adjunct to the lectures given by the Government Tourist Officer, Mr. J. C. Boyce. Then there is also the picture illustrating the work of the Electricity Commission at Yallourn, which is screened by Mr. Allen on behalf of the Commission, and sometimes in conjunction with the Railways films.

Mr. Allen is also the operator at the Victorian Railways Institute, where there is a most up-to-date plant. He is also the operator and electrician for the Amateur Dramatic Society of the Institute. More than once he has been complimented on the success of his unique lighting effects.

Some months ago Mr. Allen was called upon to display his versatility. An entertainment was being given in the Victorian Railways Institute Hall, and after screening a picture he donned a dress suit, hurried to the stage, and contributed a musical item, after which he returned to the operator's box for other screenings.

### Victoria Has the Scenery

As one who has travelled to every corner of the State and has seen the scenery which he screens, Mr. Allen contends that there is no need for Victorians to leave their own State for admirable scenery. Victoria, he says, has resorts equal to those which are made much of in other countries, and he is, therefore, an ardent supporter of the Commissioners' slogan to "See Victoria First."

Mr. Allen predicts that before long all instructional work, whether for general education or railway operation, will be augmented by the use of the cinema.



# Flinders Street Station—Melbourne's Main Suburban Terminal

Flinders-street Railway Station, Melbourne, the busiest passenger station in the world, is a different thing now to what it was 30 years ago. Those who remember the old station and its surroundings can tell of the wonderful transformation in recent years. Our contributor has delved into the past, and in this article tells something of the old Flinders-street Station.

IT is interesting to note, for example, that the area occupied by the Flinders Street Railway Station is the oldest railway centre south of the Equator. The original station buildings were erected by the Hobson's Bay Company in 1854, and, according to authentic records, this portion of the company's property was for a good many years known as "The City Eyesore."

The company also constructed a pier at Sandridge (Port Melbourne), and for some time enjoyed a monopoly of wharfage dues on the eastern shores of the Bay, as well as the transport between its pier and the city.

The first pier was formed of old ships filled with sand and stones, but as business increased proper methods of pier construction were found necessary.

In 1857 a branch railway line was opened to St. Kilda, with almost ruinous results, as the company in a few years became unable to compete with the cab service.

A district railway company—the Melbourne and Suburban—with headquarters at Prince's Bridge, opened the first section of its line to Punt Road early in 1859. It was originally intended by this company to connect the city and Gippsland, via Brighton, and branches to Collingwood, Hawthorn and Kew, but before the incorporative act was passed a rival company came into the field, and obtained the right to construct a railway from St. Kilda to Brighton, via Windsor.

## Line from St. Kilda to Windsor

This seriously interfered with the Melbourne and Suburban Company's plans, although a special Act provided for both companies using the lines between Windsor and North Brighton, which was then the terminus. An amalgamation of the rival companies was finally effected, the new concern being registered as the Melbourne Railway Company. The line between Windsor and St. Kilda was dismantled, and Prince's Bridge became the city terminus for all Brighton and Hawthorn trains.

The Hawthorn line was at first operated to a point on the Melbourne side of the Yarra, the belated construction of the River Bridge causing a delay to Hawthorn.

Parliamentary sanction was later given to extend the Melbourne Company's line from North Brighton to Brighton Beach, and also

the right to construct a pier at Brighton for the accommodation of sea-going vessels. A special provision in the Bill provided that the line between Brighton Beach railway yard and the pier was to pass by means of a tunnel under Beach Road. This tunnel was constructed, but before the pier was completed the company became financially embarrassed and its property was taken over by the Hobson's Bay Company.

Although the tunnel at Brighton Beach was never used for railway purposes, it has for many years past been utilised as a boat shelter.

When the Hobson's Bay Company came into possession of the Hawthorn and Brighton lines a connection was made between Flinders Street and Prince's Bridge Stations, and the latter terminus was closed for passenger traffic.

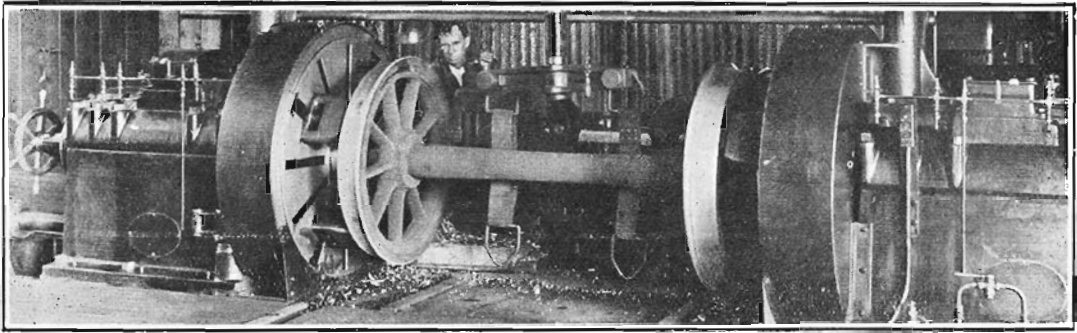
## Railway Line in Flinders Street

In July, 1878, the Victorian Railways Department acquired the Hobson's Bay Company's line, but for a considerable time practically no alteration was made towards improving the equipment and the company's methods of management. Early in 1879 the final section of the Sale line—South Yarra to Oakleigh—was completed, and a street line was laid between Flinders Street and Spencer Street goods yards, as seen in the photograph accompanying this article.

The signalling arrangements at Flinders Street were for nearly five years subsequent to the taking over of the property by the Victorian Railways of a very primitive character. There was no interlocking of any description in the Flinders Street yard.

The principal junction was at the points governing the turn-out of the St. Kilda and Port Melbourne lines. The "frame" consisted of three sets of hand points, provided with special levers, and opposite each lever one end of about 6in. of dog chain was fastened to a beam of timber. The chains were to secure a lever in the "over" position in the event of the pointsman being engaged in holding the remainder of the set.

The location was considered important, and was officially known as "under the willow tree." Although no cabin was provided, the comfort of the employes concerned was not entirely overlooked, as a jealously guarded



*This is the turning lathe in operation at the Car and Waggon Shops. It deals with 22 pairs of wheels a day, or 1200 pairs in three months. A few years ago only one pair of wheels could be treated in one day.*

willow tree afforded reasonable shade in the summer months, and in cold weather the pointsmen were granted the unrestricted use of a fire-pot.

The first two properly equipped signal boxes at Flinders Street came into existence early in 1883. They were known as the "Fish Market" and "West End" cabins, and were located at the east and west ends of the old No. 1 platform.

This platform was of sufficient length to accommodate two trains, and was used for the ordinary Brighton and all Port Melbourne traffic.

It was interesting to watch these trains arriving from opposite ends, and racing toward a central point. Apparently there was a tacit understanding between the enginemen concerned that the first engine to arrive at the stop mark would receive the attention of the shunter.

#### Hawthorn and Brighton Trains

The Hawthorn and extra Brighton trains were operated from an island platform, and between this platform and the river a goods shed was located.

Within the station buildings, between No. 1 platform and the street, in addition to the accommodation for the staff, there was a lamp room, and facing the platform two licensed bars—one at each entrance—an oyster saloon, bookstall, and a fruit and confectionery shop.

On the completion of the Lilydale and Frankston lines it was found necessary to open the Prince's Bridge Station for passenger work, and about this time a busy traffic between Flinders Street and Spencer Street began to develop. The track along Flinders street was a single one, with a crossing loop opposite Market Street.

Train traffic along Flinders Street was, in addition to railway safe working precautions, also subject to the City Council's street transport regulations, and at certain times the speed of trains and light engines was restricted to two miles an hour.

In all cases it was necessary for two men to precede a train or engine to warn pedes-

trians, as well as drivers of vehicles. While this street railway was in existence, there was a rather important coal dump at the west end of the yard, officially known as the Flinders Street coal-gears.

The viaduct, carrying a double set of rails, between Flinders Street and Spencer Street was opened solely for goods traffic in 1892, and, commencing with the December timetable of 1894, Spencer Street ceased to be the terminus for the Williamstown and Essendon trains.

Provision for through running at Flinders Street necessitated extensive alterations to the yard and platforms, and the old landmarks, "West End" and "Fish Market" cabins, were displaced by "A" and "B" cabins.

These interlocking centres served their purpose for about 10 years, but, consequent upon the completion in 1909 of the Flinders Street Station building as it stands to-day, were dismantled to make room for the present "A" and "C" cabins.

### Former Chairman of Commissioners Congratulates the V.R. Institute

Sir Thomas Tait, a former Chairman of the Victorian Railways Commissioners, writing from 342 Sherbrooke Street West, Montreal, Canada, to the secretary of the Victorian Railways Institute (Mr. A. Galbraith), says:—

**I** HAVE just been reading the October issue of the Victorian Railways Magazine, and I feel that I should write to compliment and congratulate you on the continued improvement in this magazine.

"I am also delighted to observe the progress and success of the Victorian Railways Institute, I take special pleasure in this, because, as you know, I had something to do with its establishment. I do not know if you remember the opposition I had to overcome to the provision of an additional story on the Flinders Street Station for the purposes of the Institute. I had finally to appear personally before the Legislative Assembly to obtain the approval of Parliament for the necessary expenditure involved.

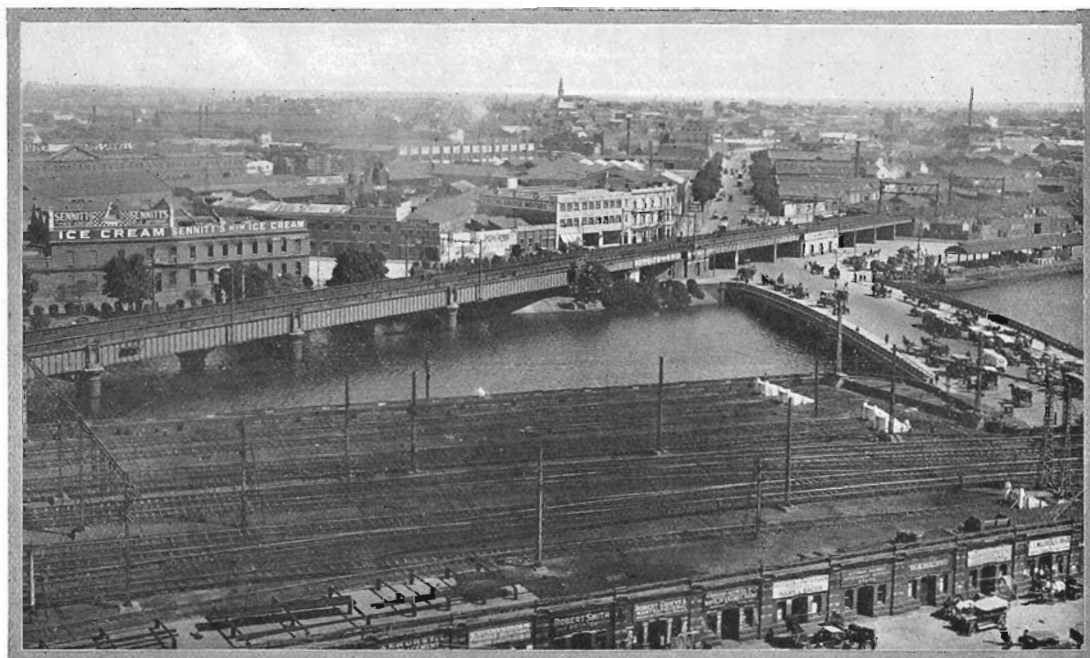
"With best wishes, believe me, yours very truly,  
THOS. TAIT."

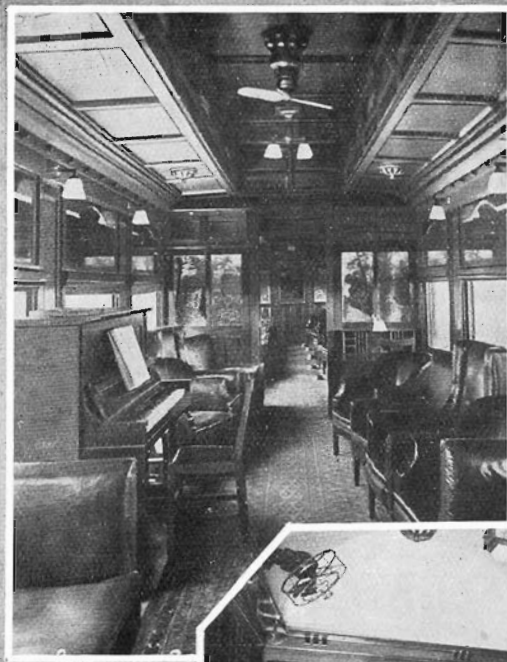
Mr. Galbraith has sent a suitable reply, acknowledging Sir Thos. Tait's good wishes.

## Two Interesting Views—Then and Now

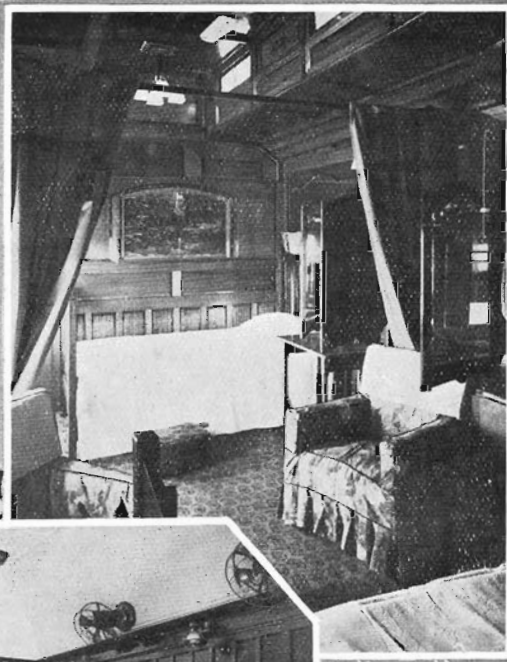


*Here are two interesting photographs of interest to several generations. Above is a section of Flinders-street looking towards South Melbourne, taken before the present railway viaduct was built. The train in those days ran along Flinders-street to Spencer-street. In the middle distance, on the right, the first piles are being driven for the present Queen's Bridge. In the lower picture is the present day scene—new traffic and railway bridges, and the viaduct to Spencer-street, with its network of lines.*





Lounge Car with Piano



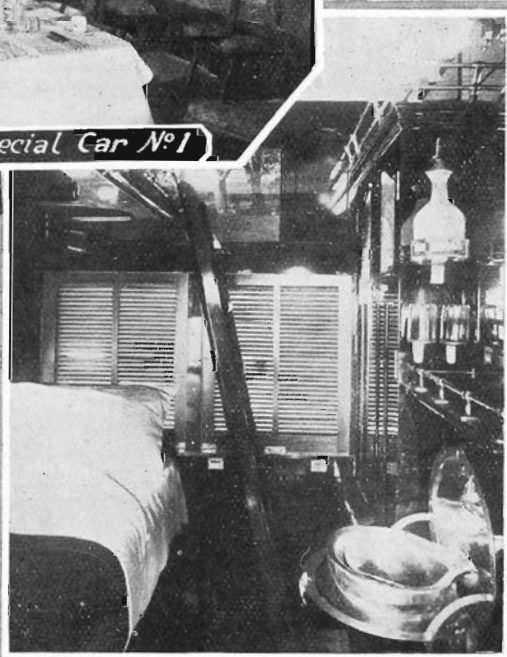
Special Car No. 2 Bedroom



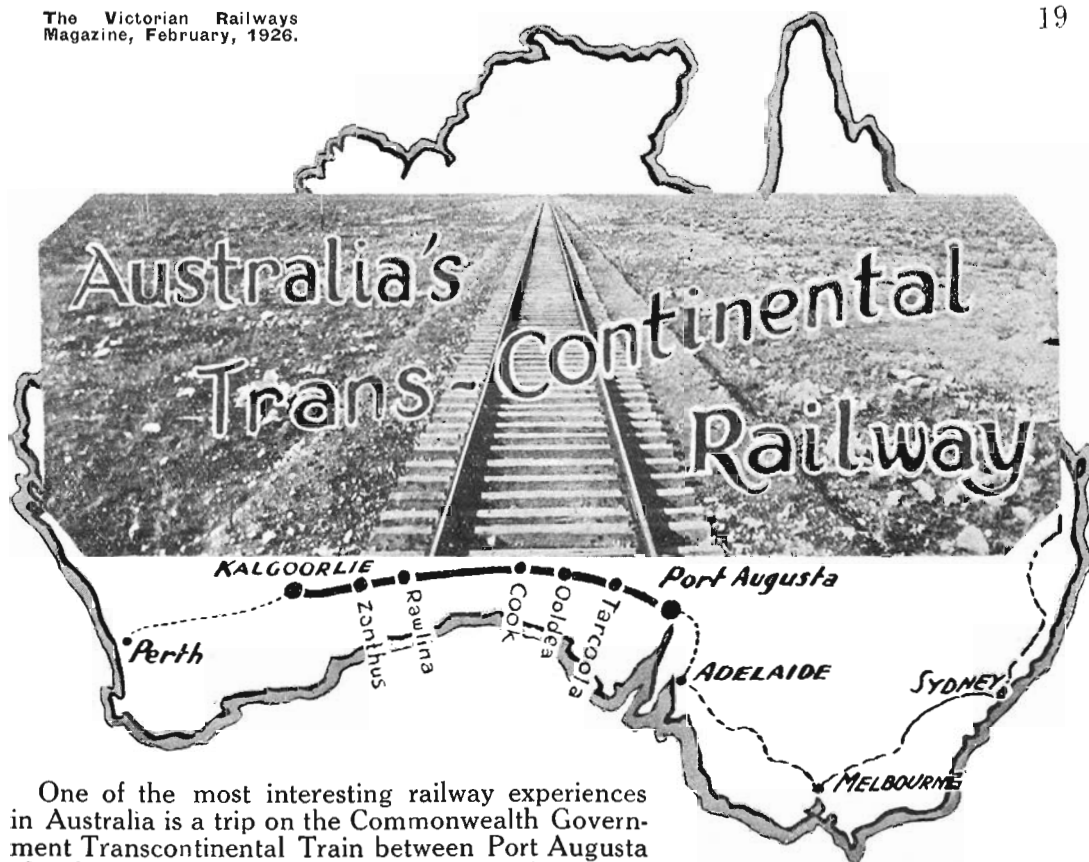
Dining Room - Special Car No. 1



First Class Sleeping Berth (Day Use)



First Class Sleeping Berth (Night Use)



One of the most interesting railway experiences in Australia is a trip on the Commonwealth Government Transcontinental Train between Port Augusta (South Australia) and Kalgoorlie (Western Australia), a distance of 1051 miles. One of the Victorian Railway Commissioners (Mr. W. M. Shannon) recently made this trip as a special guest of the Commonwealth Railways Commissioner (Mr. N. G. Bell)

IT was Mr. Shannon's privilege to be included in the official party on the special train from Port Augusta to Kalgoorlie, which carried the delegates to the Imperial Press Conference, then returning to their respective countries.

The party was intensely interested in the section of Australia traversed by this transcontinental line, and they were impressed by the splendid railway facilities available.

Mr. Shannon is full of praise for the equipment of the transcontinental train. He says also that the courtesy of the staff and officials cannot be excelled. They are worthily upholding the traditions of railwaymen generally in their desire to render that first-class service which the travelling public now expects.

On portion of the return journey from Kalgoorlie, Mr. Shannon travelled with Mr. Bell on one of the two railway supply trains which are continually running on this line. They are known as the "Tea and Sugar Trains," because they carry supplies which are sold to railway employes along the route.

Water is carried for the engines and for domestic use. Sleeper supplies and coal are also carried. In the train is also a livestock truck and a butcher's shop. Stock from this truck is killed en route and dressed ready for

selling at the various stopping stations. A bogie car is fitted up as a chemist's shop, and an expert dispenser is on board so that he may attend to the medical wants of railwaymen and their wives and families stationed at these lonely outposts on the great transcontinental route. This travelling "dispensary van," as it is called, travels up and down the line, remaining here and there at wayside places or camps as may be deemed necessary.

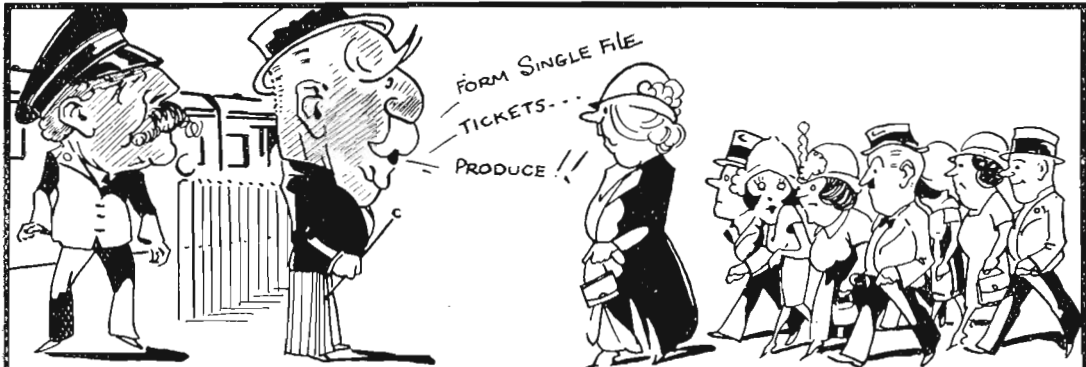
One supply train starts from Port Augusta and the other from Kalgoorlie each week. The trains meet at a point about midway between these two places and then return to their bases for replenishment.

One of the supply trains has with it a truck fitted as a grocery supply store, from which supplies are sold to stores and individuals along the route. The Commonwealth Railways Department operates five stores along the route with advantage to the employes and the department. There are three departmental bakeries.

While at Port Augusta Mr. Shannon had an opportunity of inspecting the fine Port Augusta station, with its splendid platform more than 1000 feet long. The platform is beautified with massive palms, whose fronds give a picturesque appearance and ample shade. At Port Augusta (*Continued on page 75*)

(See pictures on opposite page)

# Echoes of Christmas Traffic at Spencer Street



① STATION MASTER GLEESON AT SPENKER STREET IS SURPRISED AT THE METHODICAL WAY COLONEL FIZGIG PARADES ALONG HIS PARTY TO ENTRAIN.

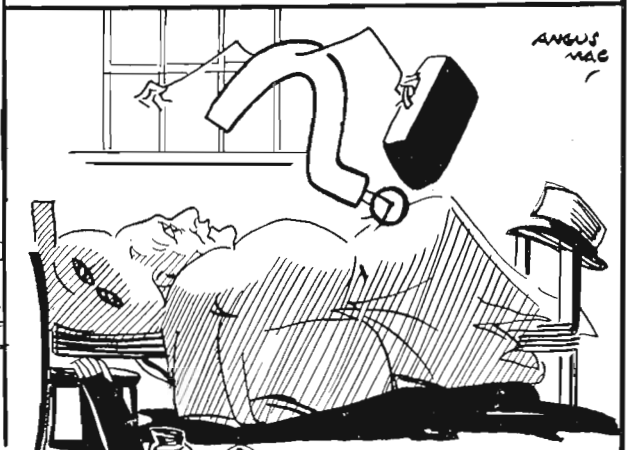


② HEAD PORTER ROBIN WISHES THESE PEOPLE HAD SENT ALONG THEIR FOWLRY EARLY — AND THAT THE DOG WAS "HOT DOG".

③ ENGINE-DRIVER McKEONE OBLIGES WITH SOME HOT WATER FOR THE THERMOS, WHILST FIREMAN LEE OILS A PRAM.



④ WE HEARD A LOT ABOUT THE BEAUTIFUL FISH WHICH WERE CAUGHT — — — BUT WE DIDN'T SEE TOO MANY!



⑤ MR TAYLOR OF THE INQUIRY OFFICE GOES TO BED WITH QUERYITIS.

ANGUS MAC

# Huge Christmas Traffic Carried Without a Hitch

Christmas and New Year holiday traffic for 1925-26 was never handled better. A record was achieved, both at Spencer Street and Flinders Street, on Christmas Eve in the prompt despatch of trains. Train after train left strictly to the minute during the height of the rush at these stations on the afternoon of Christmas Eve, and although more passengers were conveyed than last year and the previous year, there was a notable absence of crushing and bustling.

**T**HE question will naturally be asked "What were the principal factors which brought about this happy result?" Firstly, the public obtained the benefit for the first time of the new country platform at Spencer Street, which is situated close to the island platforms. On the heaviest day the Geelong and Warrnambool line trains were despatched from this platform, and thus thousands of passengers for this line were kept separate from the thousands who travelled on the north-western line for Ballarat and Adelaide.

The co-operation in train running between country and metropolitan districts helped materially, as more trains from the country reached Spencer Street and Flinders Street close to schedule on this day than ever before, and enabled locomotive and shunting staffs more time to prepare the engine and train for the return trips, and have them docked at the platforms in reasonable time.

The "graphs" of the actual running of country trains on this day indicated that in the majority of sections trains adhered closely

to their schedule. A graph prepared in the south-western district of the Christmas Eve running of passenger trains showed that the trains were never more than a few minutes away from their actual schedule during the entire journey. This also applied in respect of other districts throughout the State.

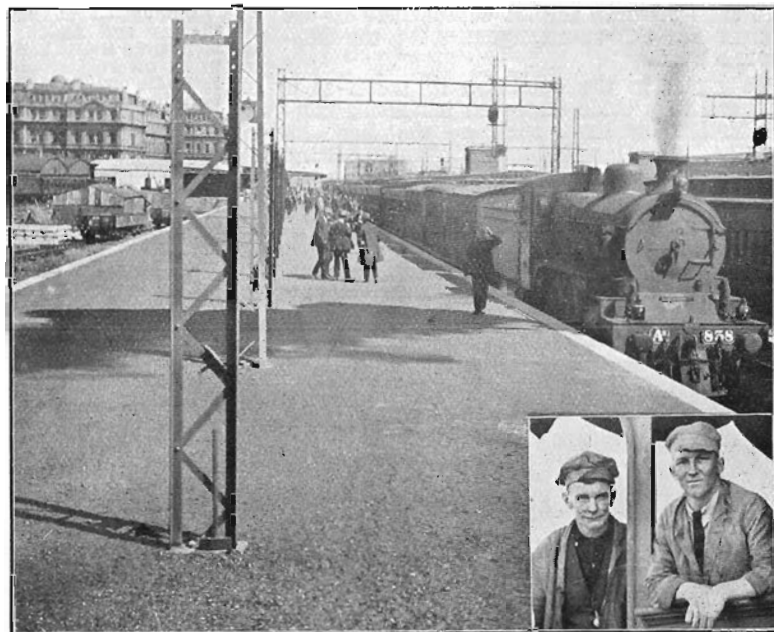
The number of passengers who booked over the Christmas period in which holiday excursion tickets were on issue from Melbourne to country districts from December 8 to January 2, was 186,224, compared with 180,367 for the previous Christmas, an increase of 5857 passengers from Melbourne alone.

Most of these passengers returned to Melbourne between Boxing Day and the New Year, although the majority travelled on New Year's Day and Saturday, January 2.

On Boxing Day and New Year's Day the electric suburban traffic was exceptionally heavy. On New Year's Day nearly 100,000 day trippers were conveyed by the electric service to the seaside and hill resorts, the majority of whom were back in Melbourne before 10 p.m.



*Here is the first train leaving the new country platform at Spencer Street on Thursday, December 24, during the Christmas holiday rush from Melbourne. The platform is 900ft. long, and a decided acquisition to the facilities at Spencer Street. Inset is the crew of the first train — Driver W. Cranston and Fireman W. C. Booth.*



# Important Railway Works to be Undertaken

Progress is the keynote of the construction programme outlined by the Victorian Railways Commissioners for the coming year, and in the Railways Loan Application Bill, agreed to by the State Parliament towards the end of the last session, extensive works are provided for to a total value of £2,350,000. This amount includes £450,000 for the construction of new lines to be carried out by the Construction Branch.

**A**MONG the principal works of interest to readers of the "Magazine" are the provision of Branch Institutes at Ararat, Ballarat and Seymour, the amount proposed to be expended on these works being £11,300.

Another important item is the erection of new station buildings between Brunswick and Moreland, Canterbury and Surrey Hills, Chelsea and Carrum, Clifton Hill and North Fitzroy, Ivanhoe and Heidelberg. These works, including the purchase of land, will absorb £37,732.

£100,000 has been set aside for the provision of power signalling. This item provides for the equipment of the Williamstown line with automatic signals, also the Northcote loop.

The electrification of the lines between Eltham and Hurstbridge and Williamstown Racecourse and Altona will be taken in hand at a cost of £59,000.

An enormous increase in traffic has rendered it necessary to consider the duplication of the lines between Richmond and South Yarra and Richmond and Burnley, and to provide for the purchase of the requisite land an amount of £150,000 has been provided in the Bill.

Provision has been made for the erection of a new boiler shop at the Newport Workshops at a cost of about £200,000, including equipment, and a large sum of money has also been provided for the continuation of the scheme for the re-arrangement of the Melbourne Yard.

To assist in the operation of trains it is intended to provide improved telephonic communication on lines such as the Bendigo-Echuca, Bendigo-Kerang, Seymour-Albury, Dandenong-Warragul, and Geelong-Camperdown sections.

Provision has also been made for the following works:—

Ararat.—Improved station yard, locomotive facilities and other accommodation, including the purchase of land, £10,000.

Ballarat North.—Provision of Works Depot, including the purchase of land, £6800.

Bendigo.—Improvements to Refreshment Room on "up" side of station, £2500. Burnley-Darling.—Track locking, £17,000. Burnley and Heyington (between).—Duplication of line, £12,500.

Colac.—Improved station yard, locomotive facilities, and other accommodation £5000. Clifton Hill and Heidelberg.—Track lock signalling on single line sections, £13,000.

Dandenong.—Improved station yard, provision of extra bridges, pedestrian subway, closing of level crossing, diversion of roads, purchase of land, £25,000.

Hamilton.—Provision of additional tracks, locomotive facilities, etc., £12,000. Horsham.—Improved station yard and other accommodation, £13,000.

Lara.—Provision of new station buildings and passenger platform, £3075.

Melbourne.—Flinders Street Yard—Additional siding accommodation on site of old East Melbourne Cricket Ground, £5000. Melbourne.—Flinders Street Yard—Accommodation for foot warmer plant and equipment, £2500. Melbourne.—Spencer Street—Installation of hot water heating system at the general offices, £10,000. Middle Brighton.—Provision of central entrance on "up" side of station, £2500.

Mildura.—Improved station yard, locomotive facilities, and other accommodation, £10,000. Mount Buffalo Chalet.—Additions and improvements £27,500.

New South Wales Border Railways.—Additions and improvements to the various lines, £16,000. North Geelong and North Shore.—Purchase of additional land required for future extensions, £2000.

Port Melbourne.—Additional and improved yard accommodation and connecting lines to tracks on new pier, £10,000.

Spotswood and Newport.—Amalgamation of Way and Works Branch Workshops, £60,000.

Various.—Provision of connecting lines between Glenroy and Albion, Tottenham Gravitation Yards, Melbourne Goods Yards and Laverton, to enable trains to be diverted to and from Tottenham in order to facilitate country goods traffic and to reduce congestion in the inner area, including the purchase of land, £30,000.

Carriages and vans, including improvements to existing stock and motor carriages and cars, £385,000. Locomotives, £100,000. Trucks, £172,000. Rolling stock equipment, machinery, and other works, £60,000. Rolling stock for St. Kilda to Brighton electric street railway, £7000. Rolling stock for the Sandringham to Black Rock electric street railway, £5000.

Towards the provision of automatic coupling on rolling stock, £7000.



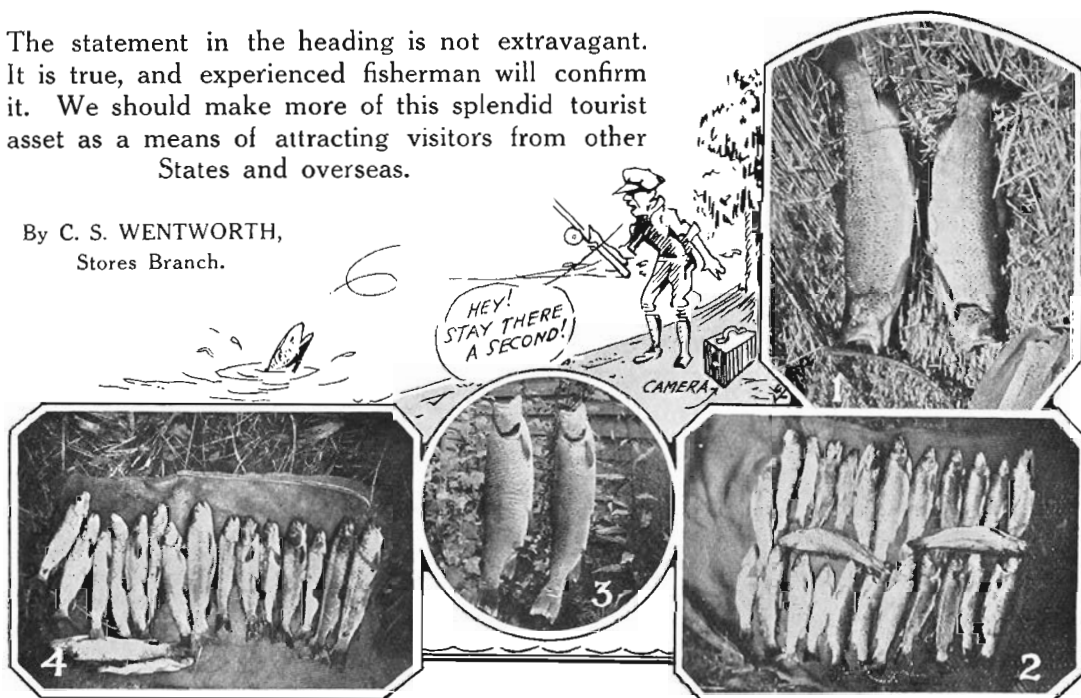
These faces are well-known to the staff at the Motorman's Quarters, Jolimont. They are (left to right) R. Clowe (Travelling Foreman), M. Heagney (Travelling Foreman), R. Balmer (Assistant Electric Running Inspector), J. Rist (Electric Running Inspector), W. C. Searle (Electric Running Officer), J. Finn (Travelling Foreman), and W. F. Maskell (Travelling Foreman).



# Victoria Has Splendid Trout Streams

The statement in the heading is not extravagant. It is true, and experienced fisherman will confirm it. We should make more of this splendid tourist asset as a means of attracting visitors from other States and overseas.

By C. S. WENTWORTH,  
Stores Branch.



Some good catches in Victorian streams—(1) Caught in the Big Coliban River; (2) Caught in King Parrot Creek; (3) A catch from the Campaspe at Kyneton; (4) Caught at Warburton, average 1 lb.

ANGLERS are divided into three distinct classes. The first is the genuine devotee who has experienced the thrill and felt the pull of the speckled beauty as he straightens out the silk line, with its thin and flimsy gut cast.

The second class is the Christmas or Easter holiday type, who simply takes his rod to fill in the time or fishes for the "pot."

The other type is the boy, and, in many cases, grown-up, who uses the sapling and short line to catch anything and everything that is unfortunate enough to seize the worm.

The subject of this little article is not for the edification of the last class as the first two.

I had heard a lot about the Grampians as a Paradise, so decided to give it a fly last autumn. Circumstances decreed that my visit should be from the Horsham side, so we (an enthusiastic party of four) set out by car from Murtoa about 7 a.m., and after a most delightful trip reached the camping grounds on the MacKenzie River, at the extreme west end of the Grampians.

We were fortunate enough to meet an owner of one of the best of these camps on his way to bring his family back to Horsham that day. They had just finished a holiday there, and he was good enough to hand over the large tent, with its plentiful supply of conveniences, to us, with a request to leave it as we found it.

After partaking of the needful dinner, we lost no time in rigging up our gear for a try in the crystal waters of the MacKenzie.

As the environment of this particular spot was not exactly favorable for the "artificial," we (or, rather, I) had to search for bait. This was readily obtainable in the shape of wattle grubs in dead or partially dead wattle, and beetles under bark and in rotten wood, as I couldn't get myself to the same pitch of enthusiasm over the tin of worms that my pals did.

It seems a sort of sacrilege for a lover of trout fishing to use worms, not to speak of the inefficiency of that bait. Well, at last we were ready, and we threaded our way carefully amongst beautiful coral ferns and patches of the unique and handsome Testio reed that is exclusively peculiar to the MacKenzie River.

We saw a few medium-sized brown trout, and managed to catch one or two not far from the camping ground. However, after a little climb we arrived at the scattered falls, and in the rapids we made the acquaintance of our first big fellow. One of my friends who was extremely enthusiastic but not too experienced hooked into a five pounder, and what with the agility of the fish and the strength of the rapids, it wasn't long before he was in trouble. I thought that the trout (a male brown variety) (Continued on page 52)



*Carriage cleaning is important work affecting, as it does, the comfort of the travelling public. These are the men who turn out the Victorian country trains which leave Spencer Street terminal in spick and span condition.*

## They're Always Spring Cleaning at Dudley Street

How many people realise the extent of the work carried on in an unobtrusive but remarkably efficient manner at the Dudley-street Shelter Sheds? It is there that the bulk of Victoria's country line rolling stock receives the elaborate cleaning and renovating necessary before it is put in running.

**T**HERE'S nothing very pretentious about the Shelter Sheds—no handsome or imposing architecture likely to evoke extravagant expressions of admiration from an impressionable artist.

But it's the work that is done there that counts. In these prosaic surroundings are performed each day tasks which, for general usefulness, occupy a prominent position among the most important branches of activity in the whole huge scheme of Victorian railway service.

Putting it as briefly and concisely as possible, the Dudley Street Shelter Sheds comprise the depôt at which the bulk of Victoria's country rolling stock is docked after it has arrived at Melbourne, and where it is thoroughly inspected, cleaned, renovated and prepared for the road again.

It is an immense structure, capable of holding 70 cars at the one time, and has platforms running the whole length of the building.

Attached to it is a splendidly arranged and well-equipped store, containing the thousand and one articles which may be needed at a moment's notice to replace a damaged fitting in a railway carriage.

The depôt also boasts possession of a mammoth, weirdly human carpet-beating machine which mercilessly attacks the carpets taken from express trains and, with relentless blows,

compels them to disgorge their most treasured particles of dirt. The machine, which is the only one of its kind in the State, is covered in so that the dust does not escape.

When the carriages arrive at Melbourne they are inspected and any defects or damages are reported by 'phone to the foreman of the sheds (Mr. G. Gatehouse), who is in charge of the total staff of 140 odd cleaners and car-builders. Before the rolling stock is docked in the depôt, therefore, the administration have a rough idea of the extent of the work which the men will be called upon to perform.

The cars are thoroughly cleaned. If there is a window broken, the pane is replaced; if a cushion is cut or damaged, it is repaired or a new one supplied. The cleaners go through the carriages hunting for dirt and defects as zealously as ever a native of Aberdeen hunted for a stray sixpence.

On an average, 6712 carriages are cleaned each month at the Dudley Street Depôt, and, in addition, time is found to have a score or so washed over on the outside with a strong chemical solution which, in the vivid phraseology of the foreman, "takes off everything except the paint."

Lord Burnham, referring to the special train which had been provided for the Imperial Press Delegation, and which had been prepared at the Dudley Street Depôt, told Mr. Clapp that "it was a revelation."



*The administrative staff of the North Melbourne Shelter Sheds face the camera. Left to right: Messrs. E. Herbert (Leading Hand Train Examiner), E. L. Boyd (Storeman-in-Charge), F. Potter (Sub-Foreman Car Cleaner), G. Gatehouse (Foreman-in-Charge), H. Watson (Leading Hand Car Builder), E. L. Stainer (Leading Hand Upholsterer), W. Stevenson ('Phone Attendant), and P. C. Gore (Shop Labourer).*

# Young Victorian Railwaymen Travel Abroad

Nobody recognises more than the Victorian Railways Commissioners the advantages to be derived from travel, and it is the knowledge of these advantages which is the inspiration behind the scheme to enable young Victorian railwaymen, keen to increase their knowledge of railway work, to travel overseas and obtain employment with railway and engineering companies.

**A**RRANGEMENTS have been made by the Commissioners with nine overseas companies whereby young Victorians will be given employment for periods of from one to two years, and will be granted every facility to increase their knowledge of the special railway or other work undertaken by the company. The companies who have agreed to take Victorian railwaymen are the following:—

Firm.	Location.	Quota.	Period.
Clayton Wagons Ltd. . .	England	2	2 years
Stone and Company . .	England	1	1 year
Manning, Maxwell and Moore, Inc. . . . .	U.S.A.	4	2-3 mths.
Illinois Central Railroad	U.S.A.	2	1 year
Pennsylvania Railroad System, Pa. . . . .	U.S.A.	2	1 year
Southern Pacific Company, San Francisco	U.S.A.	2	1 year

The employees selected for employment in these companies pay their own expenses to and from England or America, but their seniority and claims to promotion while they are abroad are conserved. Up to two years' leave of absence is granted without pay, with the option of an additional period of one year if desired.

### Victorian Men Treated Well

There is already one Victorian railwayman with the Southern Pacific Company, San Francisco, U.S.A., and in addition the Victorian Railways have three young men with the Chesapeake and Ohio Company, one with the New York Central, and two engineering students undergoing a test course in America with the Westinghouse Electric and Manufacturing Company and the General Electric Company.

The Commissioners cannot express too strongly their appreciation of the kind and courteous treatment meted out to both senior officers and young railwaymen who have visited America and England. Generally speaking, when they were approached the companies extended free travelling facilities to officers touring for experience, and also carried free young Victorian railwaymen, whether they were to be employed by these companies or not. The companies concerned are also going to considerable trouble to assist visiting Victorian railwaymen in every possible way to widen their experience.

English manufacturing companies have also wholeheartedly co-operated with the Victorian Railway Commissioners in their efforts to enable young railwaymen to obtain sound, practical experience.

The two companies who have already agreed to take our young men, Clayton Wagons

Ltd. and Stone and Co., are among the leading British firms of their kind, and it is considered an honour for Victorians to be given an opportunity to work and study with them. It is hoped to make arrangements at a later date with the British railway companies for young Victorians to be employed by them for varying periods for experience under the same conditions as with the other companies already co-operating. It is not expected that the necessary arrangements can be made until the present difficult period in Great Britain has passed.

Although at present young Victorian railwaymen visiting America are restricted to 12 months' sojourn in the country, at the expiration of which the question of extension must be submitted to the authorities, representations are being made which, it is hoped, will result in the embargo being lifted whereby our railwaymen from Victoria will be regarded as students, and thus be enabled to remain for their full term without restrictions.

Ambitious young men have been quick to realise the benefits to be derived from travel abroad, and there have been many applications for permission to go overseas. The Commissioners, however, are desirous of upholding the prestige of the Victorian Railways Department, and have necessarily been very careful in selecting men for overseas training. Only outstanding men, whom it is felt will profit by the experience and uphold the honour of the administration and the traditions of their country are selected.

One very pleasing feature in connection with this matter has been the whole-hearted co-operation of the overseas firms. Those who have already accepted our young men have made them very welcome, and have placed every facility for progress in their way.

### Letters from Companies Concerned

Manning, Maxwell and Moore, Inc., in a letter to Mr. Clapp, say, "You are certainly laying the foundation for a 100 per cent. efficient organisation to handle your properties by broadening the experience of the young men you are sending out for educational purposes."

Mr. H. C. Pearce, Director of Purchases and Stores of the Chesapeake and Ohio Railway Company, U.S.A., says that he appreciates perfectly the Victorian Commissioners' purpose, and can quite realise the excellent results they are undoubtedly obtaining through the plan. His (Continued on page 79)

# Stop the Leaks in Passenger Revenue

Gloomy people should get a great deal of pleasure out of the railway ticket checking figures. They would be as happy as possible in the belief that people are getting more dishonest every day. Yet such a trend seems to be indicated by the figures showing the results of special ticket checks in the suburban area of the Victorian Railways during the last couple of years.

**I**N October, November, December, 1924, 4,215 cases were detected by the special ticket checkers under the control of the Chief Ticket Inspector, Spencer-street. In the same months of 1925, 4,907 cases were discovered, an increase of 692.

And great as these figures are, it must be remembered that they are for only three months of the year. If they were taken for 12 months the increase would total nearly 2,800. Even more striking is the reflection that comes from the knowledge that these results were obtained after a check of about only 10 per cent. of the passengers travelling to and from all suburban stations.

Assuming that the other 90 per cent. would yield offenders in the same ratio, we would have a figure for 12 months of about 25,000. Surely an extraordinary increase in the number of offenders detected in one year in one suburban system.

It is very painful to reflect that in an enlightened community such as ours there should be such a state of affairs. The strange part of it is that many apparently nice people do not seem to see any evil in cheating the railways, or in infringing the rules considered necessary for satisfactory operation. They do not seem to realise that taking a ride on the railways for nothing is on precisely the same moral—or immoral—plane as stealing a pound of butter from a grocer's shop. They would be horrified at the latter, but treat the former as a laudible enterprise.

The figures given show in a striking way what an extraordinary amount of fraud is being practised on the railways every day, but we must remember that it could not be practised if ticket checking were carried out as thoroughly as it should be.

Special care is taken to educate in ticket checking problems all staff who are called upon to take ticket checking duty on barriers and elsewhere, and officers in charge have only to see that the men under them conscientiously examine the ticket held by each person passing through the barrier gates to prevent effectually most of the fraud which is now so rampant.

It is perfectly clear that many stations are slack in ticket checking at present. At four stations where no cases had been reported in the preceding 12 months, special ticket checkers discovered on one day, 5, 12, 10 and 10 cases respectively. At another station, where one case had been reported in 12 months, the special ticket checkers found 20 on one day, and at another 3 in three months and 12 in one day were the figures.

One station was a notable exception. In three months, 67 cases had been reported by the local staff, and on one day the special

ticket checkers discovered only 2!

Furthermore, it is largely because the ticket checking at stations is now so indifferent that it is necessary to maintain at considerable cost the staff of special ticket checkers, controlled by the Chief Ticket Inspector, so at the door of the careless barrier porter at the suburban station, and even at the door of his indifferent officer in charge, must be laid much of this extra cost also.

It is perfectly clear that Victorian railwaymen will not be up to the highest standard until passengers have such a wholesome respect for their effectiveness as checkers that they will not dare to attempt cheating.

It is curious how keen expert checkers become. There is a psychology about the ticket checking business which tends to reveal quite a lot which the ordinary person would not suspect.

A passenger who is travelling irregularly will very often completely give himself away by the manner in which he acts, and a keen checker will know this at once. Bluff is a handy weapon of a ticket cheat; affability also carries him a long way, but the "long way" often ends in the police court.

Not long ago a man bluffed his way about for close on 200 miles by fumbling at his watch chain, and saying "Yearly all lines," but there came a time when he was switched on to the branch leading to the interesting terminal presided over by the Police Magistrate.

One man was prosecuted four times in about 12 months. When it had cost him about £50 he gave up, the profit and loss account apparently then becoming unsatisfactory.

We blame the public for a lot, and certainly they are to blame, but if the railwayman is slack he really encourages the railway patron to be slack also. If the railway traveller knows quite well that before he can put a foot in a carriage some eagle-eyed official is going to inspect his ticket, then he will think twice about being careless or attempting fraud.

He will not then forget to produce his ticket at the barrier for inspection; he will have it ready, so that it can be quickly examined, because neither he nor the others with him care to be delayed.

There is a big obligation upon officers in charge in this matter of ticket checking; stationmasters should consider it a personal matter to see that their staff make barrier and platform checks sufficiently strict to ensure that everybody possesses a ticket before entering a train, and that the barrier porter or checker scrutinises every ticket closely enough to make sure that no one leaves the station without having produced evidence that he had a right to have been there.

## Holiday Photographic Contest

The first prize of £1/1/- for January goes to Mr. C. Russell, Parcels Porter, Shepparton. His picture, which shows his friends, among whom is Mrs. Russell, enjoying a holiday at Badger's Weir, near Healesville, is reproduced below.

**D**OZENS of photographs were received, but no second prize could be awarded because no other picture came up to the specifications of a holiday photograph. Some were pictures of nice views and some of them were excellent as photographs from the point of view of exposure, development and so forth, but they did not typify the holiday spirit.

We would rather see both prizes distributed every month and plenty of good pictures coming in for reproduction, and so we want to make it clear that our conception of a holiday picture is one which actually shows some people, preferably the railwayman himself and his wife and family or friends, in the midst of their pleasures in the full swing of their holiday.

Children playing, an al fresco meal, climbing, fishing, boating, swimming or any of the other sports or pastimes in which people on holidays engage, give the necessary action to the kind of picture we have in mind, and if taken in the right place and under the right circumstances, will make it a truly holiday picture

When you send your picture in be careful to say just who you are, and indicate who the principal persons shown in the picture are and the locality where the photograph was taken. If you have any interesting points to make in connection with the size of the huge fish you have grassed, the mountains you climbed and so on, let us have those details, too.

And now go to it and let us see what you can do for the next month's competition. Remember, we want to give away that guinea and half-guinea prize.

(Some holiday snapshots were received too late for the January Competition)



*Mr. C. Russell, parcels porter, Shepparton, operated the camera when this view of Badger's Weir, Healesville, was taken during his holidays. Mrs. Russell is standing at the rear.*



# Train Travelling in the Northern Territory

Train travelling in Australia's Northern Territory has features all its own. There are alligators in the nearby rivers, and settlement is sparse. Mrs. J. S. Litchfield gives here her experiences when travelling to her new home in the Northern Territory.

WE left Darwin, the capital, and the only town in the Northern Territory, at 8 a.m. one sunny morning. Darwin platform is built within a few yards of high-water mark. The pearly luggers lie at anchor just below the station.

The first-class ladies' carriage that I occupied was roomy, clean, and comfortable, the seats extending round three sides of the long, roomy compartment, and affording ample room for moving about, also for lying down and resting—a real relaxation on a day-long journey.

As my carriage was just at the rear of a dozen low timber trucks I had a splendid view in all directions. It was a pleasant ride, but the train was no mile-a-minute adventuress. She was a comfortable old matron, who puffed round curves, grunted up grades, and stopped for a friendly drink every now and again, and then steamed on with an air of having transacted business of national importance.

Sometimes a fettler's hut was seen, and now and again a solitary man stood near the track holding out a bamboo hoop with a parcel and letters tied to it, which were cleverly caught by the guard as we passed.

We stopped at Darwin River for water. It was a lovely spot, with hills all round and a deep, placid stream below, covered with blue water lillies and purple hyacinths, and looking like a glimpse of fairyland, with its tall trees mirrored in the crystal waters.

"Would you like a dip, Nell?" asked the man, as I watched the dragon flies dancing over the quiet water.

"It looks tempting," I answered, with a sigh, for the day was hot and the pool looked very enticing.

## Alligators on the Railway!

"If you went in you would never come out again," laughed the guard, who was standing near. "Darwin River is just alive with alligators. They crawl right up on the railway sometimes."

"Do they ever get run over?" I asked. "It would be a novelty to ride in a train that had squashed an alligator."

"No such luck," replied the guard; "the row and the vibration always drives them away before we can get near."

The Adelaide River bridge looked vast for the insignificant little trickle that ran below it, but in the wet season the stream is often 50ft. deep and two miles wide, and it is the bridge then that looks insignificant.

We stopped at Adelaide River station for dinner, and bought fruit and vegetables from some of the farmers who had brought their

produce down to the train.

Brock's Creek was the largest township on the line, and the three or four little iron shanties looked quite imposing after the endless expanse of bushland.

"Our station is next," said the man, and I gathered up all my scattered belongings hastily.

Grove Hill, or Yam Creek, or Iron Blow (for the station was called by all three names indiscriminately) had quite an imposing platform. It was once the busiest station on the line. Several boremens were at the station, and they quickly loaded our baggage on to a flat truck than ran on tram rails close by.

"You will find this better than walking," said one of the men, as he made a seat for me on top of the pile of luggage. I thanked him, as I climbed up, seated myself comfortably, and then he and the other men pushed the truck up the steep incline.

## A Wilderness of Dismantled Houses

Our new home was at the top of the rise. On the one hand the tram line ran down to the railway station, and on the other side the rails went down to the old battery, close to which the bore site was situated. The place was a wilderness of dismantled houses and ruined mining machinery, with two gigantic chimneys dominating the landscape.

My house merely had the framework standing, but willing hands soon nailed iron on the roof and hessian round the wall posts, so that in a few hours the place was ready for occupation. I found it to be very cool and comfortable, despite its exposed position on top of a bare, bald hill.

Later on I learnt all about the Iron Blow, which remains a monument of folly. The mine had been owned by an English company, which spent at least £70,000 on the surface in elaborate buildings and machinery before they had fully tested the capabilities of the mine.

When the shareholders became impatient because the dividends were not so large as they had expected, an inspector was sent out by the directors.

The inspector gave the mine a casual inspection. He had been sent out to condemn the place, and condemn it he did. Some folk say that the report was written before he had even reached the Iron Blow.

Despite the protests of workmen and managers, and despite protests from the Government, the employees were dismissed, the mine dismantled and closed down, and the machinery, which was of the most up-to-date type, was sold for scrap iron.

The years and the weather have done much to destroy the place, but enough still remains to show how elaborate everything had been.

“Fine fruit in plenty now is here,  
Eat more, keep fit and well this year.”

FRUIT growing, fruit carrying, fruit eating and sloganeering have gone hand in hand in Victoria in recent years.

The Railways have been blamed by critics for wretched poetry because they have exhibited slogans, such as,

“Children, yes, and grown-ups, too,  
Orange juice is good for you.”

or

“Young and old, be fit and slim,  
Eat more fruit, be full of vim.”

and so forth.

People who are unfriendly choose to forget that the slogan, when it takes on the guise of poetry, does not pretend to be good poetry. The chances are that if it were good poetry it would not attain so well the end for which it is designed. The first and last thing about advertising is to compel attention, and to sell some goods or some idea, at the same time keeping within the bounds of reasonably good taste, and strictly within the bounds of truth.

We can claim that Victorian Railway advertising complies with these desirable principles, and, generally speaking, we can feel pleased with the results.

#### Prosperous Settlers Spend Money

We know quite well that if people who produce any commodity find difficulty in selling it they become very much straitened in their resources, and confine their expenditure to the barest necessities; but people who are doing well spend freely, and in spending they buy those costly things which yield the highest freights to the Railway Department.

It might easily happen that in a prosperous fruit-growing community the ordinary goods business would be double what it would be if the people in that community found their fruit rotting under the trees.

It is several years now since the first Railway fruit campaigns started. The results have been remarkably good, but this season it has been decided to do something which not long ago would have been regarded as very daring.

#### Details of New Scheme

In Victoria there is a State Fruit Advisory Board, with offices at Collins House, 360 Collins Street, Melbourne. This Board recently formed a fruit marketing organisation, and that organisation, in collaboration with the Railway Department, has now perfected a scheme which will enable anybody in Victoria to go along to the nearest stationmaster or caretaker of a station, hand in an order for a case or half-case of fruit, together with the purchase price of the case or half-case.

The stationmaster will send the order to the manager of the Fruit Marketing Organisation,



The South African Railways are keen supporters of the Eat More Fruit movement. This is one of their recent posters.

who will place it wherever it can be most satisfactorily filled, and within a very short space of time along will come the fruit to the station, to be handed over without any further delay or cost to the person who ordered it.

The effect will be to cut out an immense amount of delay, a lot of surplus handling, and the marketing of a lot of unsatisfactory fruit; it will eliminate a lot of incidental expense, and result in the purchaser getting cheaper and better fruit at a lower price.

If the scheme works out successfully, as it will, no doubt, with the assistance of stationmasters and caretakers, it will result in the fruit-growers getting rid of the whole of their crops at a better price than they have hitherto enjoyed.

At every station small handbills are being distributed so that people who travel by rail will know what is being done, and will be able to take advantage of the scheme. We are looking forward to seeing a very heavy business in fruit built up in the railways as a result.

“Keep fit—Eat More Fruit”;  
Take some home to-day.”

Start the New Year well—Send along a year's subscription for the Magazine—only 7s.

## Concerning a Trek in the Hills

We're on holidays. Camping. It's glorious. Let other countries sentimentally revel in their characteristic Christmas, yet surely our own year-end climatically provides as characteristic. Here, as in other things, the old order changeth, yielding place to the new. We build a new tradition, establish a new custom, respecting Christmas. We let the sunshine tingle the joyousness of the season.

WHAT a zestfulness comes into life from camping-out. We are enjoying every minute of it. In care-free mood and fraternal fun we are loafing aplenty—yet are busy all the time. Mat declares that we have walked and talked as giants revived by genial Mother Earth.

We're talking now at Monbulk. We've walked across from Mount Dandenong. Along bush tracks, through bracken, across paddocks, on the open road, down the marvellous mountain, in creeks, over fences—pedestrians free of city restraints, irresponsible; jolly. Indeed, a merry Christmas.

"We seem to have been everywhere these galloping days," says Dan. "What a district it is. Is there in all Australia such another so crowded with charms so near the city, so convenient in its spaces? It's full of beauty spots and picturesque points within walking distance of any centre."

"Yes, the ideal rambling territory," interjects Alf. "Shouldn't wonder if, all things considered, it isn't matchless—"

"For the complexion," laughs Ernie.

"No, for its March flies," growls Tom as an obvious afterthought, smacking viciously.

"Murder most foul," cries Ned.

### Ferntree Gully Has a Key Position

"A truce to this folly," remarks the self-appointed chairman. "Are we or are we not tired of travel talk?"

"No," ungrammatically shouts everybody.

"As I was saying," proceeds Dan—"what was I saying, Bill?"

"You were saying," answers Bill untruthfully, "that there's no place like home."

"Yes, of course," continues Dan. "Australia for ever! And 'the Gully,' too! I'll tell you what appeals to me about 'the Gully,' boys. It's key position. You can make it rendezvous and headquarters both, and reach anywhere from it and it from anywhere in a day. They showed sense when they chose it as a natural train terminus, though the line now does go further into the magical hills."

Bert considers "the Gully" still holds its own with other places of the famous Dandenong region for attractiveness, notwithstanding that it is no longer the journey's end, but—as in our case—its beginning.

"Give me Belgrave," chips in Ned.

"Me for Emerald," calls Ernie.

"Mine's a beer and Clematis," says the man with the chronic thirst.

As you see, there is quite a party of us. It is certainly large enough, but is oftener smaller, as rarely do the 10 of us hunt in the pack. All had wished to hear the bellbirds of Monbulk.

"They are worth hearing, those birds," irrelevantly says Tom. "I'd like a sanctuary kept for them. It's remarkable how the tone and rhythm suggests the note of the bell. When first I heard the trees singing with tinkling song I was spellbound. I had to ask if I was not again tracking the cow by its bell."

"Ah," says Alf, "old inhabitants tell how, prior to the migration to the spot a few years ago, the lovely glade, centred by its wild creek, was musical only in its silences. On a sudden it became alive with song, the birds settling as might bees—and staying."

"And," remarks Ernie, "they tell me the Monbulk birds are not the real 'bell,' but the bell-mina—and that for music and reality the real chappie in Gippsland knocks the Monbulk intruder into a cocked hat."

I reply that the genuine article must be extraordinary.

### Talking of Trees

"Talking of trees," raps out the chairman, wishing to change the subject, "which are the finer—the gums of the Mount or those of these tourist tracks?"

"By heavens, what tracks!" cries Mat.

"Trees, I think you mean," says the chairman, loftily.

"Tracks!"

"Trees!"

And so on until the thirsty man yells that a ravishing brew called billy tea is asking to be swallowed.

Seated there in the "tall gum tree's shadow," as Gordon sings, we fall into a panegyric fervour of patriotism on the all-Australian symbol, our superb and distinctive gum. Spielvogel's lines are recited with unction:—

Our gum stands apart from the old world trees,

Unbound by laws of form,  
He bends his head to the zephyr breeze  
And laughs at the wind and storm.

—Warrior.

### Engine Monument Suggested

It has been suggested that as the old-time locomotives manufactured at the Phoenix Foundry, Ballarat, are being scrapped, a typical Phoenix engine should be procured as a public monument to the fact that this old-time foundry supplied hundreds of locomotives for the Victorian Railways. Shoppee Square, in which the Moore statue stands, is suggested as a suitable site.

The Phoenix Foundry commenced engine building in 1873, and regularly supplied the Government for 30 years.



# "The Man who Loves his Work is Happy"

"Love your work" is the theme of this article, specially written for the Victorian Railways "Magazine" by the General Superintendent of Transportation (Mr. M. J. Canny). There are sound thoughts here from one who has risen in the Service.



EVERY railway-man might well take pride in the fact that he is assisting in the development of his country, and this is the more applicable in a young country like Australia, where we have a limited population covering a vast area of land.

By how much the progress that has been made in our own State of Victoria up to the present has depended upon the railway system cannot be appraised, but it is certain that without railways the State would never have attained the wealth that it possesses to-day.

We must not, however, rest contented with what has been done by the pioneers in handing over to us a country which is our heritage and pride. The question is, how can we best show our gratitude?

This can be done by continuing the good work done by our predecessors, no matter what their grade or calling might have been—devoting ourselves to our work, exercising a keen interest in the welfare of the Department, and not feeling satisfied with our efforts until we can conscientiously say, "That has been a good job done well."

I might well quote right here the following from a well-known author:—

"Love your work — pleasure comes through toil and not by self-indulgence. When one gets to love work his life is a happy one."

## Enjoy Happiness Now

How often have we noticed those who are happy at their work, and the distinction which lies between them and those of their fellow men who find work a burden, and become morose as a result of their obsession. To those who come within the category of the latter I would say: if you intend to be happy, don't wait a day longer for a just cause. You have it now.

We lose vigor through thinking continually the same set of thoughts, but the man who has his heart in his work, and particularly in the railroad business, with its variety of problems, cannot be other than happy in life.

Assuming that we sleep for eight hours in each 24, we are spending practically one-half of our conscious lives at work, so don't let it get dull. The best men are those who take advantage of every opportunity to learn their business and improve their knowledge.

Application is an essential product of the human being to attain this end. The art of learning is said to be a gift, but, after all, it is a gift from the right man to himself, for there is life alone in duty done and rest alone in striving.

But why all this? It is with the object of showing that to attain success for the Department in which we are employed, and that means also for ourselves, we must, whilst we are at work, give undivided attention to the job we are performing. Whether it be in securing business or the actual execution of a service, our task is very similar to that of the man who conducts his own business. If he neglects matters his business will fail, sooner or later, but if he is diligent and attentive at all times to the requirements of his clients he will win through.

## We All Have a Part to Play

In a departmental store the business is conducted by a customer effecting a purchase, and if he carries the goods away with him that virtually ends the transaction; but with us the purchase of our commodity—Transportation Service—merely commences our task because we have to get the passenger or goods, or whatever it may be, to the destination safely and with the utmost expedition.

In that operation, is it realised how many come into the transaction? We all do, more or less. That is why we must work as a team, helping each other to give the service which our patrons have purchased. If we did not do so the huge machine, composed of human beings and material which manufactures the service, would soon announce its own deficiencies by its failures.

The past few years have brought about a better understanding between us and our patrons, so much so that to-day railwaymen are held in higher esteem. There is reason for feeling proud of this, and it is the greatest incentive we can have to do good work.

## Let's Improve Our Service

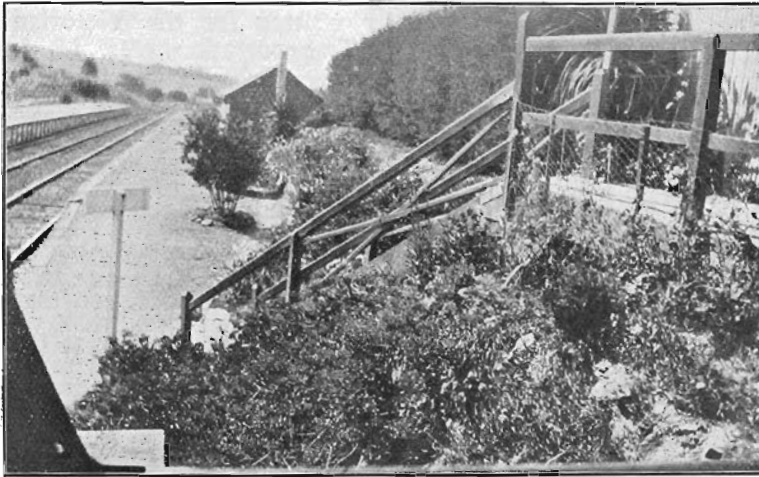
The year is young enough for us all to resolve to give still better service to our employers—the general public—and to appreciate that duty does not end with the completion of an assigned task.

We have to get business, and having got it, should do everything in our power to deal with it to the satisfaction of our clients, otherwise we will lose it.

Let me urge, therefore, a conscientious and loyal devotion to duty on the part of every railwayman, and an honest endeavour on the part of all of us to continue to serve our State to the best of our ability.

Do this, and success will be achieved.

## Gardens Beautify and Improve Stations



*Heathcote Junction Station has a garden which does credit to the station staff led by Mr. A. E. Brown, Stationmaster. This is a glimpse of the picturesque platform with its shrubs and flowers. This station has already been awarded a number of prizes in the tree planting and station decoration competition. Last year it divided first prize with Cheviot.*

### The Go-Getter

*The Go-Getter goes till he gets what he goes for;  
The Go-Getter works till he reaps what he sows for.  
He fixes a goal and resolves when he sets it.  
The way to a goal is to go till he gets it.*

### 100 per cent. Efficiency

**M**R. W. E. MILLS, Stationmaster, Beechworth, together with his staff—Messrs. H. N. McLean and N. J. Corrie, operating porters, and — Thompson, porter—have performed an excellent feat in that, during January, 1925, they created what their District Superintendent tells them is a unique record.

During that month a total of 768 printed tickets and 19 blanks issued to Beechworth were all accounted for; a splendid achievement, and, as far as can be ascertained, one that had not previously been equalled in the State.

### Methods of Weed Killing

Following on the reproduction in a recent issue of the Magazine of an article dealing with the methods employed in the Victorian Railways for killing weeds, Repairer D. C. Pierce, of Ninda Railway Station, via Sea Lake, has brought to our notice a photograph in an English newspaper showing how some other railways kill weeds on their tracks. The photograph shows a specially fitted locomotive which forces steam on to the tracks from two jets near the front wheels.

### THIS MONTH'S SERVICE SLOGAN.

We must make our Service superlatively the Best.



*Some of the staff at North Melbourne Station. —(Left to Right) A. H. Blundell, J. Donaghue, W. J. Lynn (Porters), J. C. Kennedy (Clerk), and H. Wilson (A.S.M.).*



*A First Prize of £10 has been awarded to Dunolly Station for Tree Planting and Station Decoration. In the photograph (left to right) are C. V. O'Connor, S.M.; H. K. Dodd, Lad Porter; H. Jones, Operating Porter; D. W. Robertson, Operating Porter; L. Akers, Carrier.*

# South African Visitor Amazed at Completeness of Better Farming Train



Though South Africa runs a "Better Farming" Train, there were many points of interest on the Victorian "Better Farming" Train which Mr. H. B. Terry, Lecturer in Horticulture at the School of Agriculture, Potchefstroom, South Africa, noted during a recent tour which he made with the Victorian train while on holiday in this State.

**S**OUTH AFRICA does not call its train a Better Farming Train. Its official title is "The Demonstration Train," though for all practical purposes the aims and objects of the Victorian and South African trains are the same.

No time was wasted by Mr. Terry during his sojourn with the train. He thoroughly examined the exhibits in every truck, conversed with the lecturers, moved among the farmers and generally made himself fully acquainted with what Victoria is doing to educate the farmer and increase primary production.

"I am full of enthusiasm for the train," Mr. Terry said when he returned to Melbourne. "It is doing a great work and I have noted many features in connection with your train which I will bring to notice when I return to South Africa. I was amazed at the completeness of your Better Farming Train."

"The South African Demonstration Train," Mr. Terry explained, "is not made distinctive by any special colour, such as the yellow Victorian Better Farming Train." He thought this a splendid idea, and nothing impressed him more than when he saw this train steam into Spencer Street Station. There was no mistaking what it was, and even the most casual observer could at once recognise that the train was something special.

## Impressed With the Livestock Truck

A feature which impressed Mr. Terry very much was the way in which the livestock was carried and the way in which owners of livestock co-operated by allowing their stock to be carried and exhibited on the train.

The crop truck was also a special feature noted by Mr. Terry, and he was particularly interested in the way the exhibits were laid out. He specially noted that every breed of poultry was carried in the section allotted to poultry.

Dealing with the work being done by the Baby Health Centres by sending Sister Peck in charge of the baby welfare section of the Better Farming Train, Mr. Terry said that he had been wonderfully impressed, not only with the enthusiasm shown by Sister Peck, but by the mothers who attended the demonstrations and the lectures. In his opinion this was one of the most important features of the

train, and it might well be said that Sister Peck was the leader in a wonderful movement which was building up the Australian nation.

No less important were the sections devoted to cookery and dressmaking. The coaches were always so filled with enthusiasts that he found great difficulty in gaining admission.

"In South Africa the conditions are quite different from what you have in Victoria," Mr. Terry explained. "Our tours sometimes extend for one month, during which we cover very great distances, and may run one hundred miles before we reach a town which is the centre of a special agricultural feature. Then we may stay at that place for two days.

"Our train is also longer because accommodation is hard to obtain at many of the places at which the train stops. We have 15 coaches and trucks on the train, and in addition we have a diner and two sleeping cars.

## African Train Carries Its Own Water

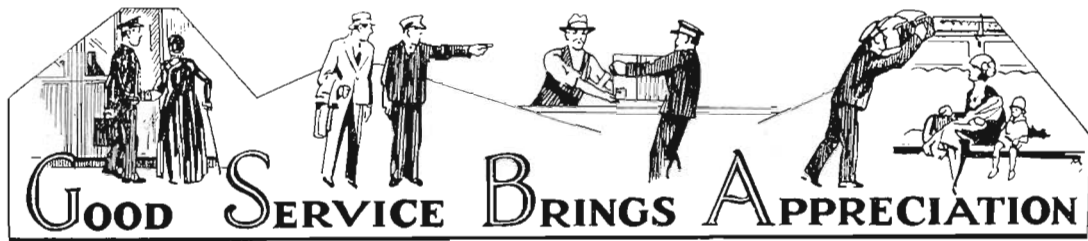
"Sometimes it is also necessary to carry a special tank holding 75,000 gallons of water, because we are frequently away in the hinterlands miles from adequate water supplies.

"Our train, like yours, has also made nine tours and has done an immense amount of good."

Mr. Terry is an Australian who left these shores 23 years ago and settled in South Africa. He smiles when you ask him what he thinks of our progress during his absence. "Why," he says, "I used to work at Deepdene. It was then quite out in the country. Last week, when I visited the same spot, the district was closely populated and the area was thick with houses. The mountains around my old home at Fern Tree Gully are now crowded with residences of city businessmen, who travel by fast electric train in 58 minutes, where it required a day years ago.

"Yes. I love the land of my adoption," Mr. Terry adds. "The people are full of ambition and determination and the country is full of sunshine. We shall show more progress in the next 10 years, from an agricultural viewpoint, than has been done in the last 25 years.

"I am pleased to have had an opportunity of seeing so much in Victoria. There is nothing like travelling to broaden one's horizon."



Courtesy and service are just as important factors in securing business as any other form of campaign for traffic on the Railways. Customers remember courteous treatment long after everything else is forgotten.

I WAS one of thousands of people who travelled from Sydney to Melbourne at the end of the holidays, and I want to let you know that I take off my hat to the Victorian Railway service. It was a treat to travel in a train that was clean and comfortable, and provided with a dining car. Rest of all was the friendly spirit of the officials. The conductors went out of their way to see that everybody was seated, and I noticed them lending a helping hand to an elderly lady and to a mother travelling with a big family.

I had nearly reached Melbourne when the conductor sought me on the train and restored to me some belongings that I had absent-mindedly left behind in the Refreshment Rooms at Seymour. He left before I had time to thank him.—**C. Burns,** "Miamuru," Mons Street, Glen Iris.

I DESIRE to convey to yourself and staff my thanks and gratitude for the prompt attention, courteous and kindly consideration extended to me, and complete satisfaction received in all business and private dealings with the local branch of the Victorian Railway service during the past year.—**A. Cairns, General Merchant, to Mr. C. V. O'Connor, S.M., Dunolly.**

WOULD you please accept for yourself and convey to Mr. Ferguson and the members of your staff my thanks and appreciation for the courtesy at all times extended to me in the daily transaction of business with the Ringwood Station. Wishing you the Compliments of the season.—**A. C. Ostrom, "Ringwood and Croydon Mail," writing to Mr. Berger, S.M., Ringwood.**

YOURS of the 1st instant to hand. I thank you for your courtesy in letting me know about my goods. Your action is in striking contrast to what I had been led to expect of the Railways, as I had always been told that the Railways cared nothing for people's property, which usually received scant consideration, so that your courtesy in acquainting me is all the more pleasing.—**W. R. Tarlton, Murrungowar, to S.M., Orbst.**

I BEG to inform you that the lady's bag left at Yarra Glen was found and handed over to my son at Yering. Thanking the officials for their courtesy and honesty.—**Mrs. C. Summers, Footscray, writing to Mr. E. Chaston, S.M., Lilydale.**

THE quick delivery of goods consigned to us during the Christmas rush is worthy of more than passing notice, and we wish to compliment the railway officers responsible for this satisfactory state of affairs.—**Tonner & Ellis, General Drapers, Bridge and Sturt Streets, Ballarat.**

DURING the recent abnormal demand on trucks caused through release of oversea ships which had been held up through the strike, we found it necessary, owing to the Victoria Dock berths being full and insufficient shed space being available there to take cargo ex our vessels, to berth the Moreton Bay which arrived here on November 12, and the Ferndale which arrived on November 26, at Prince's Pier, Port Melbourne.

The notice given to you in the case of the Moreton Bay was short, and in the case of the Ferndale, which berthed at 7.30 p.m. on the 26th, we did not advise you until 10 a.m. on that day that the vessel would berth at Port Melbourne, and that trucks would be required.

When we asked your Department to supply trucks for these steamers we were informed that you could not promise anything owing to the abnormal situation, but that you would do your best.

We had very little delay at either ship through shortage of trucks, and under the conditions ruling at the time we consider that the service you gave us was exceptionally good, and much better than we had anticipated.

We wish to tender you and your staff our thanks for the expedition in arranging for a supply of trucks in the first instance, for the continuous supply when the ships were discharging, and, finally, for the general way in which the staff helped.

(Sgd.) **J. Brennan, Branch Manager, Australian Commonwealth Line of Steamers.**

*When a fellow pleases you,  
Let him know it.  
It's a simple thing to do—  
Let him know it.  
Can't you give the scheme a trial?  
It is sure to bring a smile,  
And that makes it worth the while—  
Let him know it.*

*You are pleased when anyone  
Lets you know it.  
When the man who thinks "Well done!"  
Lets you know it.  
For it gives you added zest  
To bring out your very best—  
Just because some mortal blest  
Lets you know it.*

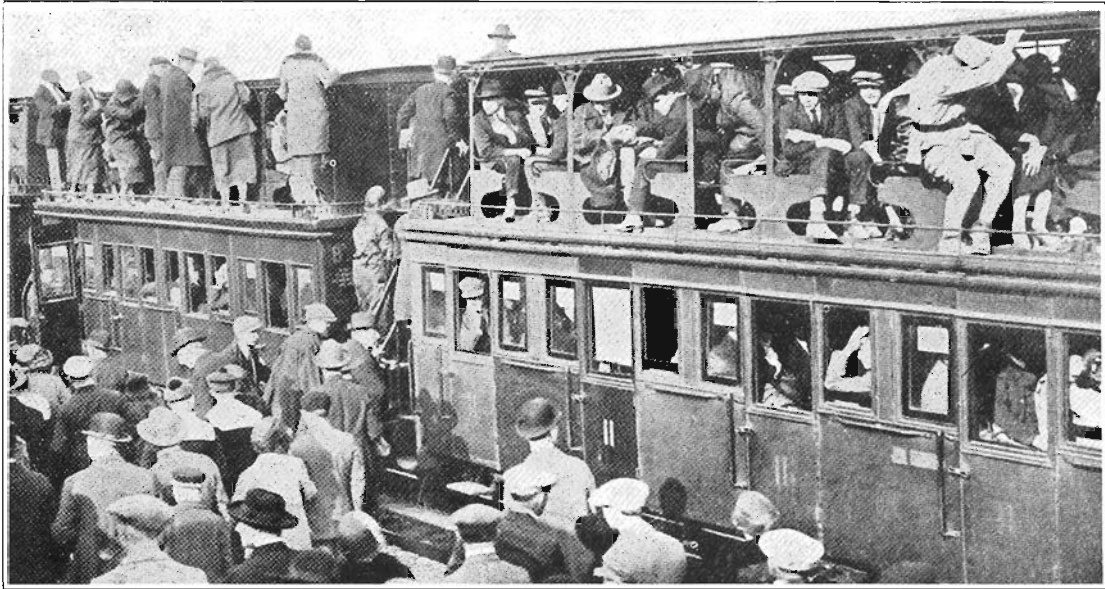
*When a fellow pleases you,  
Let him know it.  
Why, it isn't much to do—  
Let him know it.  
It will help him in the fray,  
And he'll think his efforts pay;  
If you like his work or way,  
Let him know it.*

DURING the year the Department of Trade and Customs and the Tariff Board have had occasion to transact considerable business with the booking office in Queen's Walk in the booking of berths for the Comptroller-General and the members of the Board.

In all the transactions the utmost courtesy and despatch have been displayed by the officials, and it is thought fitting to express satisfaction and appreciation.

While the foregoing remarks apply to the staff generally, it is desired to specially mention the name of Mr. J. C. Boyce, as this officer has been brought most into touch with the officers.—**R. McK. Oakley, Comptroller-General for Trade and Customs.**

## They Have Double-deck Trains in Paris



*Here is a remarkable photograph taken outside the Gare St. Lazare, showing the manner in which the French State Railways are enabled to handle some of the dense suburban traffic centering on Paris. It will be noticed that increased capacity is secured by the use of double-decked vehicles.—Railway Gazette.*

## These Railway Books Have Long Records of Service

**M**ENTION in the January "Magazine" of a lost property book which has seen 40 years' service at the Glenhuntly Station, has brought forth other books with even longer service.

Mr. Geo. Sutherland, A.S.M. at Bentleigh, says:—

"We have here a 'paid-on' book which can beat Glenhuntly's 40-year-old lost property book by more than two years. Its first entry was made on April 12, 1883. It is still in A1 condition, and good for another half-century."

Mr. A. James, S.M. at Little River, says:—"Glenhuntly's book is only a youngster compared with a minute and lost property book which I have on hand at Little River. The first entry was made in it by Station Master Charles Nantes on October 28, 1865. Now in its 62nd year, the hoary old veteran is still going strong. I wonder if any station can beat that?"

Mr. J. C. Gloster, S.M. at East Richmond, writes:—"I have a lost property book which can beat Glenhuntly's by nearly four years. The first entry in mine is January 2, 1882, and the book, in good condition, has still about a quarter of its life before it. I will be surprised, though, if there are not other stations which can beat mine."

"We have on hand at Narre Warren a lost

property book in first-class order, and in which the first entry was made on January 1, 1883. The book is only a quarter full, and should last another half-century," writes Mr. L. R. Ferguson, S.M., Narre Warren.

Mr. L. E. L. Bailey, Porter at Longwood, says:—"I have found a 'paid-on' book in use at Longwood which beats Glenhuntly's 40-year-old book. The first entry in this book, which is still in use, is dated March, 1873."

This, from Mr. A. S. Uren, Operating Porter, Moolort:—"Our book is more than 50 years old, the first entry in it being dated September 23, 1875. This book is not yet half full, and is in good order."

"At Sunshine a 'paid-on' book is still in use. Its first entry is June 27, 1885, and the auditor's initials 'F.A.L.N.,' dated 23/10/85, marked against it. This book will last another 70 years at the present rate of business, by which time I hope to be crawling up for my pension."—R. Quinlivan, Relieving Clerk, c/o Metropolitan Superintendent.

Mr. F. D. Stanton, Station Master at Mysia, writes:—

"I have here a "Paid on" book A/c. Borung station, which was commenced in October, 1883, and which is not yet a quarter full, and good for another 150 years.

# Railways Will Maintain Their Position

Mr. Samuel Rea, who recently retired from the position of president of the Pennsylvania Railroad (U.S.A.), says that he believes the railways are entering upon a broader phase of usefulness. He believes they will maintain their position as the nation's transportation arteries, despite motor cars, waterways or traffic by air. He holds the railways to be the biggest economic factor in American life.

**T**HE railways have never failed to meet any demand placed upon them," Mr. Rea says. "The motor car and motor truck will prove a feeder and lesser arm of the railways. Undoubtedly this development will make it necessary to abandon many branch lines which already have passed beyond their economic usefulness, but the motor vehicle never can take the place of the railroad. We look upon it as a contributory agent, and not a hindrance to development.

Giving some advice to young men Mr. Rea says:—"The lure of achievement should beckon every young man to sturdy efforts. No other satisfaction of life quite equals the knowledge of a job well done. I believe that a young man particularly needs a mentor and friend of older years. Let him choose a model by which to fashion his plans.

"A great deal can be obtained from books. I always have four or five under process of reading. Travel and biography are my favorite studies. In the first I have found opportunity to go far afield and learn the ways of other people. In biography the reader sees a real panorama of life unfolded.

"The young man who would rise in the modern world needs a better equipment than ever before, an equipment to be had only by application. The boy without much schooling, who studies for himself, and learns by doing, will pass the trained man who takes life easily."

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## Advertising on Railway Property

So much ill-considered criticism has been levelled against the Railways Department concerning the policy of making use of railway spaces for advertising purposes that it is refreshing to find a newspaper directing attention to both sides of the question.

In the Melbourne "Sun" of December 10 the following leading article appeared:—

**A** PRETTY little scrap seems to be working up between councils and the Railways Department concerning the erection of hoardings at suburban railway stations. As usual, there is something to be said for both sides.

The proper summing up of the question as to whether our railway lines should be flanked with poster hoardings is that in some places they should, and in some places they should not. On the whole, it can fairly safely be left to the Railways Commissioners to see that discrimination is exercised.

To talk, as some of Mr. Clapp's critics are doing, of all hoardings as "unsightly" and "a blot on the landscape," is nonsense. We know some stretches of our suburban lines where high hoardings covered with bright and artistic posters would be very welcome to shut out the depressing view of slum back yards.

The landscape along a suburban railway line is not always of such a nature that the eye dwells pleasantly upon it. Even the best and brightest posters cannot, of course, compete with Nature's beauties, but they certainly can compete most suc-

cessfully with some of the utilitarian works of men.

When the Railways Commissioners hide beauty with hoardings, then we agree that they are vandals. But when, in place of some drab and uninteresting vista of clay banks or the broken-down fences of back yards, they give us a bright display of advertising literature and art, we are more inclined to regard them as benefactors.

So it would not be wise to make an iron rule that the Railways Commissioners must not put up hoardings at railway stations or along suburban lines. At the same time, we would join in representations to the Commissioners that their choice of hoarding sites and posters should be most discriminating.

Thanks to the recognition of art and restraint in modern advertising, we think this community is now past the danger of having its loveliest beauty spots disfigured by blatant appeals to mundane needs and appetites. Those who control poster hoardings generally give some consideration to the fitness and the quality of the art that is displayed. The Railways, in their posters, have set a high standard. If they can educate other advertisers up to the same standard the public will be grateful.

Meanwhile, we suggest to the councils who protest against Mr. Clapp's hoardings that their case will not bear examination unless and until they have made the view that we get of their suburb from the railway train so enchanting that it is vandalism to hide it.

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**Strange Names for Locomotives.** — The Southern Railway Company (Eng.) has delved deep into British folklore for names for its 14 new locomotives of the "King Arthur" design, as witness the following.—Sir Ontzlake, Sir Ector de Maris, Sir Dinadan, Sir Dodinas le Savage, Sir Blamor de Ganis, Sir Hectimere, Sir Ironside, Sir Meleaus de Lile, Sir Meliot de Logres, Sir Durnore, Sir Harry le Fise Lake, Sir Cadof of Cornwall, Sir Constantine, Sir Galleron.

**Developments in South Africa.** — South Africa is always improving its railway service, the latest being provision for additional lights in each sleeping berth, the restoration of carpets to the first-class saloons, construction of observation cars, independent drinking cups on trains, and more pegs in compartments. Special provision is to be made for heating of carriages in winter. Tourist trains, which will be of modern type, will be provided with hot and cold water.

## Distinguished Visitors Use Our System



Lord Allenby.

Among the distinguished visitors who travelled on our system during the month were Field Marshal Lord Allenby and Lady Allenby, who are shown herewith after stepping from the East-West express on arrival at Spencer Street Station on January 11.

Lord Allenby is well known to the many Victorian railwaymen who served with the Australian Imperial Force as the Commander-in-Chief during the Great War of the forces in Egypt and Palestine, which captured Jerusalem and drove the Turks out. Included in the storming troops was the Anzac Mounted Division, to whom Lord Allenby pays a high tribute for their dash and courage.

After a round of official functions in Melbourne and a day's trout fishing in the Marysville district, Lord and Lady Allenby left on the express for Sydney, the Vice-Regal carriage being placed at their disposal by the Governor-General (Lord Stonehaven).



Lady Allenby.

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## Australian Aboriginal Names are of Interest

*In the following article a young contributor, "Bendy," talks interestingly of aboriginal names for common animals and objects which he discovered during his holidays.*

WE were on holidays, but could not leave home, for father was busy on the farm and mother—did I say father was busy—well, poor mother, she was more than busy.

Have you ever been on a farm at harvest time? If you haven't, you won't quite understand what mother has to do. Up at four in the morning, and working hard right through the day, and they are long days on the farm.

Anyhow, it wasn't mother or the farm I wanted to tell you about, it was about Joey, an aboriginal boy we discovered during the holidays. We called him Joey because we thought he looked like a possum.

Joey must have lived close by, for every day near dinner time he happened along to see us; he was always hungry, and, as mother is kind-hearted, Joey fared pretty well. It wasn't all take with Joey; of course he wouldn't work (what aboriginal will?), but he gave us the native names of many animals, birds, and insects, and, as you are all good Australians, I thought perhaps you might like to know some of the things he taught us.

The first thing we wanted to know was the native name for possum, and he told us it was "Bunnah." More like a rabbit, isn't it?

Wallaby—Gommah  
Cat—Berrick  
Horse—Yarraman (Cis said this was more like a name for a swimmer or rower)  
Cow—Youngamon  
Kangaroo—Burra

Black Duck—Nyree  
Swan—Coonnoar  
Spoon Bill—Toop Toop (Jack said the spoon bill must be a Ford)  
Ibis (white)—Cukcuk  
Crow—Waa  
Emu—Goweer  
Maggie—Coorook  
Fish—Yoweer  
Cod—Byangill  
Crayfish—Wallun  
Snake (Tiger)—Goormill  
Frog—Nurruk  
Sun—Gnowie  
Star—Durrt (and yet they shine. Funny, isn't it?)  
Songs—Warrung Warrung  
Smoke—Boort (I read there was a fire at Boort the other day, so this must be right)  
Fire—Waanyup  
Home—Gnark (this sounds wrong)  
Yes—Eeah  
No—Wamba

When Joey wanted to go home, he would say, "Yangin Yunda," and for good-bye he said "Booyen."

Wouldn't it be awful to go to school and find that you had an aboriginal teacher, and had to learn the language? I dreamt one night that this happened to me, and when I woke, it was good (now, what is the native name for good? Oh, yes, "Dalcook"), and when I woke it was Dalcook to find I had been dreaming.

## A New Railroad Problem to Solve

*UNDER certain atmospheric conditions sound travels at the rate of 1000 feet a second. Therefore, if a locomotive whistles when 5000 feet away from you it will take five seconds for the sound of the whistle to reach you. If this locomotive is coming towards you at the rate of 5000 feet a minute, and it begins to blow its whistle when it is 5000 feet away from you, and stops blowing when it reaches you, although the actual whistling has lasted for a period of 60 seconds, you will hear only 55 seconds of whistle!*

*Problem: What has happened to the other five seconds of whistle?*

*If the locomotive is travelling away from you and begins to whistle when it leaves you, you will hear 65 seconds of whistle. The problem in this case is: If a locomotive whistles for 60 seconds, but you hear 65 seconds of whistle, where do the other five seconds of whistle come from,—Canadian N.R. Magazine.*

**"Flying Scotsman" on the Gramophone.**—The departure of the famous "Flying Scotsman" train from King's Cross Station, London, has been recorded on a gramophone record for the benefit of present and future generations. The sounds of the station bell and the guard's and locomotive's whistles were recorded.—"Railway Gazette."



*Mr. Fred Mather, Honorary First-Aid Attendant at the North Melb. Car and Waggon Shops, is justly proud of the new first-aid room and cupboard which has been provided at the shops. Mr. Mather takes a pride in keeping it spotless.*

## Safetygrams

Life is short—don't make it shorter.

A minute for safety beats a month for repairs.

Use, don't lose, your head.

Better stop a minute than for ever.

Watch your step, not the clock.

If it's goggles or glass eyes, take the goggles every time.

You can lead a horse to water  
But you can't make him drink,  
We can give you the thought  
But we can't make you think

To avoid that run-down feeling, "Cross Crossings Cautiously."

Accidents wreck manhood, hopes and aspirations, and destroy homes, careers, happiness, and life.

It's better to be safe than sorry.

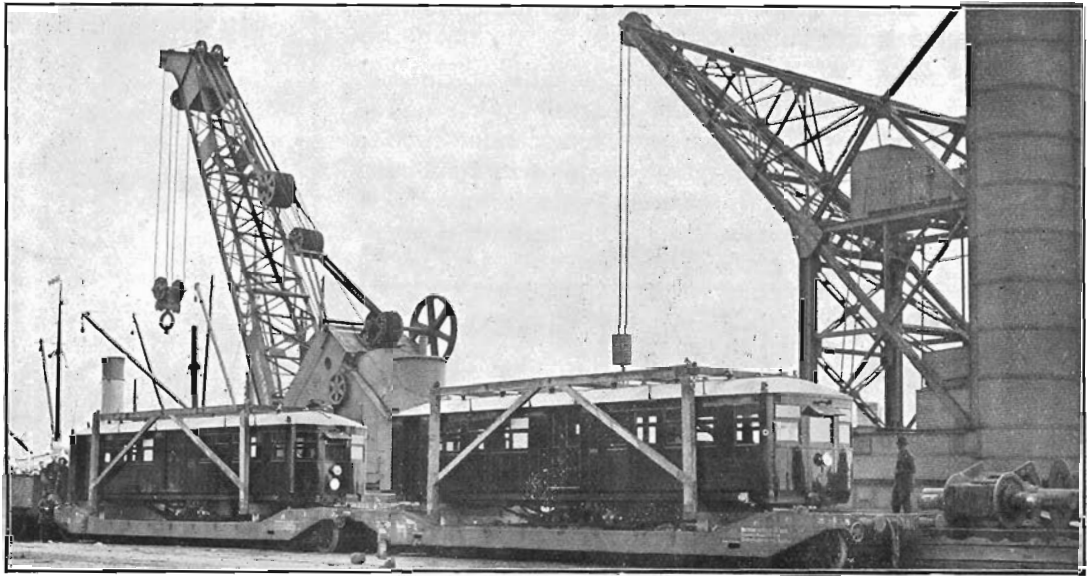
It was only a cork—but it prevented an injury. Protect sharp-edged or pointed tools with a guard.

Many accidents are caused by sending the body out to work and the mind out to play.

So far as cleanliness is concerned, your own neighbourhood is your kingdom. Rule it with an iron hand.



## Victoria Makes Rail Motors for Tasmania



*The two rail motors which have been constructed at the Newport Railway Workshops by the Victorian Railways Department for the Tasmanian Railways, were despatched from Melbourne by the s.s. "Poombah" on January 8. They were turned out with that high-class finish for which the Newport workmen have become famous. The motors are practically the same as the double-ended vehicles recently constructed for use on the Victorian Railways. The overall length is 43ft., with a width of 9ft., and a roadworthy weight of 13 tons 10 cwt. The motor is a six-cylinder Leyland. This photograph shows the motors ready for shipment.*

### We Can All Do Our Part

When we procure a passenger for one of our trains, not all of the selling is done at the ticket window.

That particular unit of transportation may have been "sold" to that particular patron by the crew of the train on which he travels daily between his home and office.

Again, it may be in part traceable to a gateman whom the patron sees daily, or to the good salesmanship of the local ticket clerk at his suburban station.

Porters have helped to bring business through courtesy and efficiency in such seemingly trivial things as carrying a handbag a few hundred feet. Discourtesy can lose us a great deal of traffic.

The track foreman and the laborer under him probably do not think of themselves as salesmen of railway service. But when they furnish a superior line and surface of the track and a smooth ride on one journey, that may be the means of selling another trip, and, doubtless, often is. Conversely, a rough ride may turn a passenger to motor or sea transport for his next journey.

Conductors and other railwaymen meet thousands of our patrons every day, and perhaps, with the possible exception of station masters, can do as much on a large scale by personal contact to make loyal friends and satisfied patrons as any other group of men.

### Posters Appreciated in Japan

**T**O commemorate the completion of the Osaka Building, which is the new headquarters of the Osaka Shosen Kaisha Shipping Company, Japan, a Poster Exhibition was held from September 20 to 24, 1925.

More than 1000 posters of various sizes, color and design were displayed concerning transportation on land and sea, covering ocean liners to ferry boats and fast express train services.

Some of our own Victorian Railway posters were included in the exhibition, and it is pleasing to note the favorable criticism which appeared in "The Osaka Mainichi," a newspaper published in Osaka, Japan.

Referring to the posters, it says, "The Victorian posters are marked with smart sentences on the drawings. Posters encouraging the use of trains between 10 a.m. and 4 p.m. to avoid the rush hours, as well as those of the Department of Agriculture encouraging good farming, offer much food for consideration. The superiority of these foreign posters cannot be denied, and much can be learned by the Japanese users of posters by studying them carefully."

The "Japan Times and Mail," Tokyo, says, "The fifth room contains railway posters from all countries, those of the Victorian Railways of Australia attracting the attention of spectators most by their witty slogans and other expressions."

**M**OST of the success of the Victorian Railways Institute is due to the enthusiasm put into it and the time given to the work by the railwaymen elected to control it.

Membership of the Institute Council is no sinecure because, in addition to the general work required of Councillors, they each give considerable time to one or more of the many committees appointed for the control of the varied activities now conducted under the auspices of the Institute.



Mr. JAS. CONLAN,  
Supt. of Goods Train Service  
(Vice-President)



Mr. J. S. REID  
Chief Clerk, Secs.  
(President)



Mr. S. H. EVANS,  
Manager, Signal Shops



Mr. E. RICHARD,  
District Engineer



Mr. D. P. RYAN,  
Electric Motorman

Railwaymen W  
the Affair  
the Victorian I  
Institut



Mr. J. F. STEWART,  
Signalman, Ascot Vale



Mr. S. J. O'HAIRE,  
Relieving S.M.



Mr. H. W. CLARK,  
Dep. Supt. Gds. Train Service



Mr. D. CAMERON,  
Chairman, Staff Board



Mr. M. A. CURLETT,  
Cont. Officer, Loco. Dpo., N. Mel.



Mr. G. R. DOWSETT,  
Leading Hand Fitter



Mr. W. WATSON,  
Inspector of Ironworks



Mr. R. BALMER,  
Asst. Elect. Running Inspector



Mr. S. REES,  
k. Branch  
President



Mr. W. PHELAN,  
Member Rlys. Discipline Board  
(Vice-President)

THE Victorian Railways Institute is one of the largest social and educational clubs in Australia. It costs £18,531 a year to run. This money comes from members' subscriptions, fees for classes and from a subsidy granted by the Victorian Railways Commissioners.

At each of the main country centres branches of the Institute are established, some having fine buildings. The Council is ably assisted in the administration of these branches by a committee of local enthusiasts.

Who Direct  
Affairs of  
Victorian Railways  
Institute



Mr. P. J. CAHILL,  
Stationmaster, Coburg



Mr. E. A. CLASSEN,  
Clerk, Pay Rolls, Accts. Branch



Mr. D. GALLAGHER,  
Train Register Checker



Mr. A. E. HYLAND,  
Chairman, Betterment Board



Mr. JOHN GAULT,  
Electric Motorman



Mr. B. E. FALLOON,  
Assist. S.M. (Treasurer)



Mr. B. B. DEVENEY,  
Electric Motorman



Mr. R. A. GUYOT,  
Car Builder, Jolimont



Mr. J. McCARTNEY,  
Clerk, Victoria Park



Mr. H. W. L. FORSTER,  
Electrical Engineer



Mr. W. J. S. DONALD,  
Suburban Guard

# Safety is a Matter for the Individual

Safety, combined with Economy and Expedition, form the basis of efficiency, and the degree of efficiency which we obtain in our railway operation is governed by the extent of our application of the principles vital to the three factors mentioned.

(By Mr. E. Jackson, District Rolling Stock Superintendent, Ballarat).

IT is not my purpose to deal with the factors **Expedition and Economy**, both of which, by the way, are receiving close attention by the various branches concerned, and through the medium of the Fuel Conservation Committees.

Safety is not in the same category as the other two factors. It is not amenable to combined effort. It is a matter for the individual. Certainly, many accidents are caused by the failure of mechanical equipment, but such accidents are infinitesimal when compared with the accidents caused by the human element failing.

Why does the human element fail? Because we do not think. If we would only realise that there is an element of danger in our homes, in the street, in the workshops, and in every phase of our daily avocation, and even in our recreation, what a difference it would make.

If we would only grasp the significance of the words, "In the midst of life we are in death" (which we hear all too frequently), we would be on the road to the 100 per cent efficiency mark of our **Safety** factor.

The basis from which we must work to reach this mark is to **think**, and to **think** is to detect the element of danger that may exist, and when detected we are then in a position to combat it.

Some people's sense of danger is very highly developed. I must confess that I am one of that number; so keen can I sense danger that I sometimes ask myself, "Am I a coward?"

At any rate, I claim that this keen sense of danger will protect the individual and also protect those who are dependent on his operations being carried out with safety to themselves.

On the other hand, the vast majority of

people cannot see danger in anything, and not being able to see it, of course take no steps to combat it, hence the long list of accidents that we read of almost daily. Either the victims themselves or someone else has failed to think.

Have any of my readers ever stood at a city street corner where the traffic is uncontrolled, and noted the motor "hogs" dashing over the intersection without slowing up or sounding their horn?

Yes, frequently; and nothing has happened. Why? Because there did not happen to be another "hog" crossing them at that identical moment. Providence was kind.

All the elements were there for a disaster, but the motorist did not know of it because he did not think.

I cannot help but refer to a deplorable accident that happened quite recently at a country railway station which resulted in the loss of two valuable lives. Whilst the equipment and supervision was all that could be desired, the element of danger was not sensed by anyone on the spot. No one concerned asked themselves could this happen, or could that happen?

There did not appear to be any need to ask such a question because everything appeared to be quite in order, but had someone only asked themselves the question the answer must have been "Yes, this can happen." Then, having sensed the element of danger, steps would no doubt have been taken to combat it.

In conclusion, let me again impress this upon my readers: If we are going to grasp the true significance of **Safety First**, we must think, we must sense danger in all our railway operations, and by doing so we equip ourselves to combat these dangers.

Remember: "To be forewarned is to be forearmed." **THINK!**

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## Whittlesea—A Prosperous District

A rail motor service was inaugurated at Whittlesea on 6/10/24, and has become popular, so much so that the trailer has now to be attached regularly on the second trip.

Residents appreciate the improved train service, which is a decided advantage to the town and district.

There is a bright future before this locality, where beauty spots abound, comparatively easy of access.

The local Progress Association is a live institution, and the secretary (Mr. Jones) or assistant secretary (Mr. J. Gibbs) may be seen at any time.

There are in the immediate vicinity the Yan Yean and Tourourong Reservoirs, the Castle the Cascades, beautiful gullies, and enchanting hills.

Wallaby Creek is said to be one of the foremost beauty spots, but in order to visit there it is necessary to obtain a permit from the Metropolitan Board of Works.

Then, further on, is Flowerdale and King Parrot Creek—beautiful and enchanting.

Kinglake, too, claims attention as an ideal holiday resort. There are numerous orchards, where the best of fruit can be obtained, including strawberries and raspberries. The new road now being constructed from Whittlesea to Kinglake passes through wonderful scenery, and will be, when completed, a very popular run for motorists, as the through run will be possible—Melbourne, through Whittlesea, Kinglake, Yarra Glen, or Hurstbridge, and back to Melbourne or vice versa.

The soil in this district is good, and suitable for grazing, dairying, fruitgrowing, potatoes, and vegetables.

Situated, as it is, within easy distance of the metropolis, this district should, in the near future, develop into a thriving community, and carry a large population.

Why My Job Is Important

# Caretaking Brings Plenty of Worries in its Train

Looking after a big building is a peculiar kind of occupation. In the main it might be uneventful, but, as Mr. F. Smith, who has been Caretaker at Flinders Street for the past six years, here shows, it is far from being an unimportant job.



**R**ESPONSIBILITY for the general supervision of the whole building in which he is located falls on the shoulder of the caretaker.

If a roof starts to leak he is the individual who has to hustle round and see that it is fixed as speedily as possible. If the office

clock stops he is sure to be the recipient of a peremptory and indignant request to see that it is set going again. If the lifts suffer from "that tired feeling" it is again his duty to have the necessary steps taken to remedy the fault.

It's the same with the sweeping, cleaning and tidying of the building—the unfortunate careaker generally acts as a convenient kind of buffer between the cleaning staff and the office staff.

So, in writing up this account of my job from the viewpoint of general importance, I would say that a caretaker must possess Patience, and, as you will notice, I spell it with a capital P.

Further, he must know all the ins and outs of his job. He can't issue a vague direction to an underling, and let it go at that. He must know enough about the work to be able to undertake that job himself if necessary.

I have had considerable experience in the caretaking line, and I have found that in this class of work, as in everything else, co-operation is an essential. I was senior watchman

at the Spencer Street Head Office for 20 years, and came to Flinders Street as caretaker in 1920. I now have under me at Flinders Street four male and nine female cleaners (including four in the Land Tax Offices), three liftmen and three watchmen—a total staff of 19 persons.

Flinders Street is a big building. It houses the Stationmaster and his staff, the Audit Branch, the Land Tax Department, the Children's Welfare Department, the Metropolitan Superintendent and his staff, the Block and Signal Inspector and his staff, the Victorian Railways Institute, and quite a number of additional railway offices.

In all, it comprises 114 rooms, which takes some cleaning and looking after, I assure you.

Not many people appreciate the value of the work which the watchmen perform. The watchman works when other people are asleep, and, consequently, very few people ever give him a thought.

At no time during the night is the Flinders Street Station Building unguarded. At 8 p.m. a watchman comes on duty, and every hour he patrols the entire building from end to end, finishing up by scrambling out on the roof, and according it a searching survey, too. It takes the watchman approximately 40 minutes to patrol the whole building once, so that as soon as he is back at his starting point once more it is just about time for him to start all over again.

Fortunately, nothing very sensational has ever occurred at Flinders Street. We've never had any attempted burglaries or any very serious defects to repair.

The most hair-raising incident I can recall at the present moment is a small fire which once accidentally broke out in a waste paper basket in one of the offices!



Herewith is the staff of the Whittlesea Station and District. In the group are:—S.M. J. Campbell, Operating Porter W. R. Kemeys, Operating Porter G. Davidson (since transferred), Lad Porter G. French, Guard W. C. Johns, Driver W. Collins, Fireman H. Newcombe (whose little son is also in picture), Rail Motor Driver E. Brymer.



Mr. Evan Richard, District Engineer, Oakleigh, and his chief lieutenants. Standing (left to right): F. M. Boswell (Works Foreman, Oakleigh 2), S. A. Taylor (Works Foreman, Sale), J. F. Locke (Foreman Painter), A. T. Burton (Works Foreman, Flinders Street), W. Giddings (Works Foreman, Korumburra), W. McAllister (Works Foreman, Lilydale). Sitting: J. Wickenton (Works Foreman, Oakleigh 1), H. R. Tonkin (Bridge Engineer), Evan Richard (District Engineer), and J. W. Ashton (Works Master).

## A Story Told in Popular Song Names

Two enthusiastic young railwaymen in the metropolitan area have, between them, written the following "story," cleverly using the titles of popular songs in the context. They have no desire to acquire fame as authors, so hide their identity under the nom de plume of "Two Wildflowers."

IT was in an Old Log Cabin where Meseical Rose sat Humming under the Indiana Moon. Incidentally a Pal of Mine who happened to be passing that way passed the remark, How Do You Do? to which she replied, I Feel So Worried.

Being a romantic soul, this Pal of My Cradle Days put the question, I Wish I Knew You Really Loved Me, to which she replied, don't be Jealous, I Love You.

Following on a suggestion, they decided to stroll beneath The Red Moon, as it was a beautiful Night in the Woods.

So Blue was my Old Pal that he said, anticipating, I will Look for the Silver Lining, When My Luck Comes Rolling Along.

Reaching the bend at Sawmill River Road they stopped and gazed at the Mellow Moon. All was perfectly quiet as a June Night when a rooster from a neighbouring house crowed Doodle, Doo Doo.

Is that a sign that it Ain't Gonna Rain No More? she asked.

Well, he replied in a slow tone of voice, although it looks fine to-night, it may rain before sunrise.

Oh, Don't Mind the Rain, as Morning Will Come, was her comment.

However, it was getting late, and they decided to leave. You will have to Show Me the Way Home, said Rose.

Never mind, dear, was his reply. Let us stroll once again in old Memory Lane.

It was Three O'Clock in the Morning when they reached Home, Sweet Home.

And from the distant spire the Bells of St. Mary's chimed forth a Dreamy Melody over the Sighing Sands, which reminded him of Dreamy Araby.

Farewell to Thee, he said as they parted. I can see the Lovelight in Your Eyes, My Rose of Washington Square, Until we meet again, when I shall Serenade you On My Ukelele, Beneath Thy Window, with the melodious air of Do, Wacker Doo.

The sky had now darkened up, and it was evident that a storm was coming. Good-bye, My Blue Bell were his last words to her as he made for his Home in Pasadena.

After the Storm had abated Me and My Boy Friend sat and talked of old times.

Teach Me to learn more about My Wonderful One, he pleaded; she is First, Last and Always with me.

I remember the times, Out in the Sunshine With You, when we used to eat Hot Roasted Peanuts down Where the Dreamy Wabash Flows.

Oh, I remember those times, I interjected, Back in Hackensack.

Well, when Clouds Have Vanished and Skies are Blue, I will head for the dear old home in Croajingalong.

Not receiving any response from my friend, I naturally thought he was asleep, but evidently he was hysterical, as he exclaimed, How I Love My Darling, and each time I think of Moonlight and Roses, it makes me cross to think, Why Did I Kiss That Girl?

Now, I thought, What'll I Do? so, it being late, I decided to retire to rest.

## Moe to Yallourn Deviation Deferred

IN a report presented to Parliament during December, the Railways Standing Committee expresses the opinion that it is not expedient at present to connect the brown coal workings at Yallourn with the existing railway system at a point west of the Haunted Hills by means of a direct 5ft. 3in. railway, or by means of a diversion of the existing railway between Moe and Morwell.

The committee is of the opinion, however, that as the financial aspect of these proposals will improve with the growth of the briquette and brown coal traffic, its present report be considered a progress report, so that the proposal may be further investigated at a later date.

The proposal to construct a siding from Moe to Yallourn, via the northern end of the Haunted Hills, at a cost of £96,100, instead of using the present

siding via Herne's Oak, on the main line, does not commend itself to the committee, which considers that the best proposal submitted is to make a deviation of the main Gippsland line, leaving Moe, running north round the Haunted Hills, through Yallourn, and thence to the main line, joining up on the western side of the bridge over the Morwell River to avoid the expense of bridging that stream. The capital cost of this route is £113,000 (only £16,900 more than the Moe-Yallourn siding).

As stated, however, the committee is of opinion that this proposal should not be proceeded with at present. It will be investigated when an opportunity has been afforded to gauge the demand for briquettes in comparison with other fuels, because it is mainly from briquettes made by the Electricity Commission of Victoria that freight is expected.

## “Prevent Claims!” Says Claims Agent in this Appeal

There is nothing which brings a railway company or department into such ill-repute with its customers than the necessity to prefer claims for goods or parcels stolen, pillaged or damaged whilst in transit. Mr. J. Southam, Claims Agent, tells how claims may be prevented.

UNFORTUNATELY, no carrying concern is free from claims, many of which are brought about by theft from trucks and vans and after arrival at destinations and whilst in the sheds or parcels offices. Many means are adopted to remove stolen property from railway premises, the principal being the use of motor cars.

Some time ago a number of bales of tweeds, valued at several hundreds of pounds, were removed by men secreted in a truck on the Warrenheip bank. These bales were picked up by confederates and were immediately motored to Adelaide, where endeavors were made to dispose of them. Fortunately, our detective staff received information and were successful in recovering almost all the missing goods, and the men concerned were tried and convicted.

Some little time ago our trucks were being rifled at various stations each week-end within a radius of 50 miles of Melbourne, all classes of goods being stolen. After considerable trouble and serious loss to the Department the thefts were traced to a man residing near Hurstbridge, and on his premises being searched practically the whole of the missing goods were found.

### Watch for Thieves

It was discovered that he motored to the various stations, filled his car with any goods he could handle and took them to his home. He was convicted and served a heavy sentence.

Almost immediately on being released he adopted the same practice, but suspicion fell on him immediately and he is once again in Pentridge.

A plan adopted by another thief, for a time with good results to himself, was to obtain the names and addresses at Flinders Street and Spencer Street Stations from parcels for suburban stations, particularly drapers and tailors' cardboard boxes. He would be at the suburban station on arrival of the parcels, make application immediately, and when asked where he was expecting them from give satisfactory information and obtain delivery. This was carried on for some little time before he was caught, and in the meantime the Department had to pay about £200 in claims. He suffered the usual penalty of wrongdoers.

I could give you many other instances of the means adopted by outside thieves, and it be-

hoves every employe to be on the alert and report any suspicious circumstance. The matter will be immediately taken up.

Thefts are not confined, however, to outsiders, and recently several men with long service were caught and convicted. What a price these men paid for the sake of a few pounds' worth of goods. They have forfeited good permanent positions in the Service and brought trouble and disgrace on their wives and families, as well as doing terms of imprisonment.

### Staff Can Prevent Claims

It is sincerely hoped that every employe dealing with goods or parcels traffic will take the lesson of these misguided men to heart, and although opportunities and temptations occur, set their backs against them and act honestly to the Department, its customers and themselves.

Many claims are brought about by our staff failing to properly tally on receipt and delivery and to obtain signature for goods when handed to consignees.

It is pleasing to note, however, that these matters are receiving better attention than was the case a few years ago, but there is still room for improvement.

Another cause of loss is brought about by careless stowing and handling of goods and rough shunting. Serious damage is frequently caused through the neglect of the staff to properly stow and handle goods. This applies particularly to household furniture and fragile goods.

### Careful Stowing Helps

During the last few months action has been taken to instruct senders as to the best means of packing goods, and stowers in the sheds at Melbourne and the principal stations have also been specially instructed in the stowing of furniture and other goods, and a noticeable reduction in claims for damage has resulted.

If every one of us will just take a little more interest in our work, I am confident that many claims will be averted and better results obtained. Any suggestions from members of the staff for improving the conditions will at all times be appreciated. Let us set out to “Stop Claims.”

## Murrabit is a Thriving Citrus Area

**M**URRABIT is 195 miles from Melbourne, and at present is the terminus of the new line to Stony Crossing, N.S.W.

It is close to the River Murray, and is naturally an irrigation area. Before the opening of this line Murrabit boasted of the world's largest orange grove. It has, however, been acquired by the Closer Settlement Board, and subdivided, and allotted to returned soldiers and overseas settlers.

Owing to the good water supply, and being climatically suited for it, citrus fruit growing is the main production.

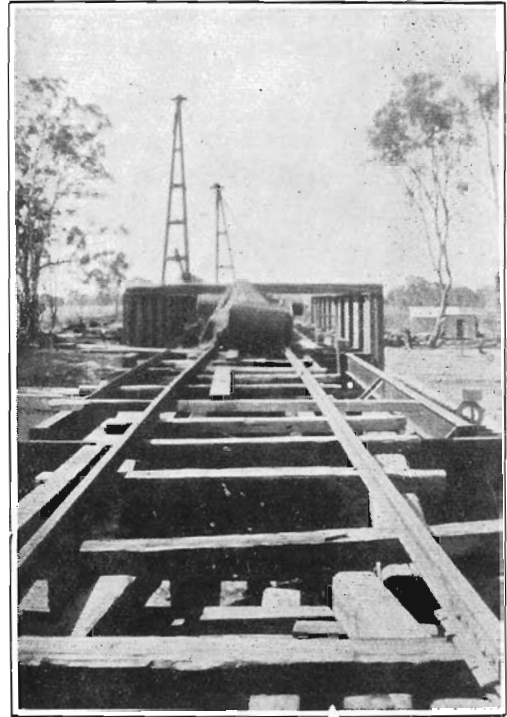
This season 39,000 cases of citrus fruit have been despatched by rail, which earned a revenue of £1161. The quality of the fruit may be gauged by the fact that a returned soldier grower (Mr. E. G. Wood) has for the past three years been awarded first prize at the Manchester (England) Exhibition the competitors being from all parts of the world.

The bridge across the Murray is nearing completion, and the line will then extend a further 41 miles into N.S.W., and opening up some very useful land.

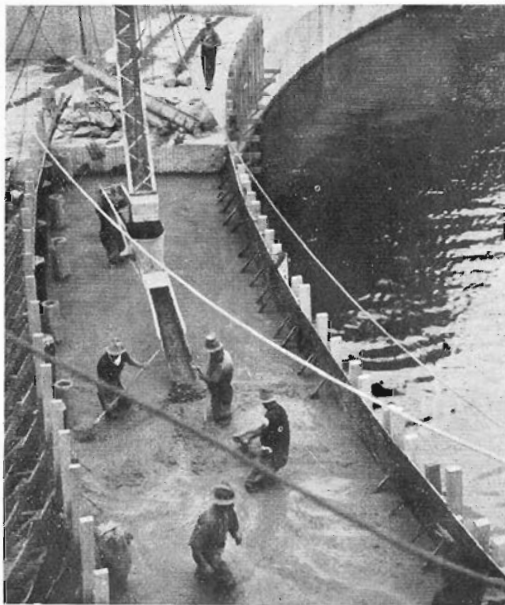
How much the fruitgrowers appreciate the line is not difficult to imagine, as before its opening their fruit and all other goods had to be carted to Kerang, a distance of 22 miles, over indifferent roads.

To those in need of a quiet holiday, Murrabit offers unrivalled attractions, in river fishing and duck shooting.

(Picture of the bridge under construction opposite).



*It takes 31 muscles to produce a frown,  
and only 13 to produce a smile.  
Why waste energy?*



*Men engaged in the construction of the Sugarloaf Weir in North-eastern Victoria working up to their knees in fresh concrete. They are working on the huge wall which is to hold the waters of the Goulburn River in check. Photo. taken by Mr. T. Crosby, of Camperdown, on the 11th Reso. tour.*

## What is a Boy?

*Most railwaymen remember with appreciation the words of encouragement which they received as boys from men who were older in the service than themselves.*

*Sometimes we forget that we ourselves were once boys, and forget also to give that helping hand to the young fellows who have just entered upon a railway career.*

*The following lines are an appropriate answer to the question, "What is a boy?"*

*He is the person who is going to carry on what you have started. He is to sit right where you are sitting, and attend to the things you think are so important.*

*You may frame policies, but how they will be carried out eventually depends upon him. He is going to control this great railway system of ours from the Chief Commissioner's chair to every other executive position.*

*He is going to move in and take over. He is going to assume control.*

*All your work is going to be judged and praised or condemned by him.*

*Your reputation and your future are in his hands.*

*So it might be well to pay him some attention.*



## Road, Rail, and River Transport



*It is seldom that one sees a photograph embodying road, rail and river transport in one. Here is Flinders-street, Melbourne, with the railway viaduct on the left connecting the two main metropolitan stations—Flinders-street and Spencer-street. In the distance is the River Yarra, where Interstate and coastal steamers berth.*

### Knowledge of First Aid Saves a Life

A STRIKING instance of the value of a knowledge of first aid was given on January 9 when a man passenger fell from one of the Brighton Beach trams (controlled by the Victorian Railways Commissioners), and had his arm almost severed.

When the injured man was assisted on to the car the arm was bleeding profusely. Conductor A. B. Simpson clasped his hands around the arm above the injury. He applied and maintained the pressure on the arteries until the surgery was reached, and a tourniquet applied by the doctor.

As the car had to travel about a mile and a half and the doctor had to be roused from bed it will be seen that had it not been for the prompt action of Conductor Simpson the injured man would have suffered a considerable loss of blood, with a consequent weakening, and possibly more serious consequences.

Conductor Simpson also assisted the doctor to bandage the man prior to his removal by ambulance to the Alfred Hospital, where the arm was subsequently amputated.

Conductor Simpson obtained his ambulance certificate on 16/12/24.

### Radium—More Precious Than Gold

WE have received a copy of "The Alfred," the quarterly magazine issued by the auxiliaries of the Alfred Hospital, Melbourne.

Among the collection of interesting matter included in this publication is an article directing attention to the fact that comparatively few people are aware that among the many rare minerals found in Australia is radium, a substance thousands of times more valuable than gold.

"Costing more than half a million pounds an ounce, radium is universally acknowledged to be Nature's most precious gift to mankind," the article says. "It has thousands of uses, but the most important, and that which has made it famous, is its efficacy in the treatment of cancer."

The high cost of radium is due to its scarcity and the labour involved in producing it. Since it was first discovered, not more than eight ounces have been produced, and to-day the world's supply is less than three ounces.

It will be appreciated, therefore, that the discovery of radium in commercial quantities in Australia is of transcendent importance, not only to this country, but to the whole world.

*The Editor's Corner*

# Topics on Various Interests Discussed

## A New Light on the Superannuation Scheme

Sir,—I have listened to a good deal of argument about the new compensation provisions, and I have heard many of the younger men declare their determination to take out a minimum number of units because, they assert, it would be impossible for a man to live long enough to get his money back.

I feel that this contention is unsound. No man makes annuity or life assurance or pension provision in the expectation or even the desire to get his money back. It is not his wish, nor it should not be, to make a profit on his investment. He knows quite well, if he is a sensible man, that if he has assured, say, for £1000, to be drawn at 60, he might never live till he is 60. He might not get a penny back. He knows that if he buys an annuity he might draw it for only a year or two, or not even that.

He knows, to go further, that if he invests, say, £2000 in a house, he might die before he lives in it a week, but still this does not deter him. It is a chance he considers worth taking, because it is necessary to take it in order to provide something which is desirable or necessary for his comfort or protection.

### To Retire in Modest Comfort

The chief consideration seems to me to be the taking of action which will guarantee the means whereby a man and his wife may, in their old age, be sure of living in modest comfort. The maximum superannuation allowance which a man may draw after reaching 65 years of age is £6 a week.

In accordance with certain inferior maximum salaries, this amount is modified, but assuming a man's salary makes him eligible to take units sufficient to ensure a pension of £6 a week, and assuming he declines to take more than, say, four units, contending that more would be unprofitable because of the non-expectation of life sufficiently long to ensure a return of the investment, then it is reasonable to ask, "Will that man invest the money thus saved in such a way as to ensure an income on reaching 65 years of age at least equal to £6 a week?"

### Will He Save Otherwise?

If he has strength of mind enough to be sure that he will do this, if he has wisdom enough to be able to do it, and if he can read the future clearly enough to know positively that no misfortune will prevent him from doing it, then, by all means, let him do it.

But if he cannot do these things, if it is a question of either investing money in the superannuation fund to get the maximum pension, or not investing more than he has to invest, and of frittering away the balance, finally reaching the retiring age with scarcely enough to live on, then he would be a foolish man who would say that he would not take the maximum number of units to which he is entitled.

Mind you, this is my own personal view. I may be just as wrong as it is possible to be, but if I am wrong, and anyone seeing my error will put me right, I would very much appreciate it.—Yours faithfully,

"MAXIMUM."

**Combined Trains in South Africa.**—To relieve congestion occasioned by crossing trains at stations and sidings, combined train working has been introduced on certain sections on the South African Railways. Under this method two trains are combined and run as one, crossings being arranged for one train only instead of for two.

## Watch for Your "Magazine"

THE fact that some copies of the "Magazine" fall into hands other than the Institute members for whom they are intended, and to whom they are addressed, may be taken as a compliment to the "Magazine," but it is disappointing to those to whom the "mislaidd" copies are addressed.

We say "mislaidd," but it is being repeatedly reported that a railwayman cannot lay his copy of the "Magazine" down for a while before it is taken by someone.

When next you find someone interested enough to take your copy, direct attention to the fact that the annual subscription is only 7/-.

Tell your colleagues what they are missing by not being subscribers.

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When you despatch a consignment of goods on the railways you have implicit faith in the power of the railways to carry out their portion of the contract.

In the March issue of the Magazine the detailed organisation behind the vast goods transportation system of Victoria will be explained in picture and letterpress.

The outline of the next issue reveals a fine collection of interesting matter. If you are not a regular subscriber be sure to order AT ONCE.

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BY accident I came upon your December issue of the Magazine. It is the first I have seen, and I must congratulate you on the excellence of the production. Many of the old officers referred to in the articles are well known to me personally, as I worked under them. I was very interested in the picture showing the "booking clerks of 50 years ago," because I knew some of the men.

Only the other day I was looking at the old telegraph office at Spencer Street, and wondered how much longer it would be with us. Many a tale it could unfold of the days when Johnny Anderson was T.M., and K. L. Murray was at its head.

Very few of the old brigade are left now. I wish all my former colleagues a prosperous year. Many of them will not remember me—an old comrade not now in harness.—Yours, faithfully, **Alf Tymms, 11 Rusden Street, Elsternwick.**

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**To Ensure Clean Bedding.**—To ensure that passengers are supplied with absolutely clean bedding, the South African Railways, after laundering the sheeting, encloses each set of bedding in a canvas cover, which is secured by a special seal. This seal is not broken except in the presence of the passenger who orders the bed.

# Arden Street Workshops' Staff Entertain the Diggers at Mont Park



SOME OF THOSE WHO HELPED.

Back Row.—Left to Right: L. Stredwick, W. Leigh, G. Wills, A. Rowan, S. Peddie.  
Front.—Kneeling: J. Price, E. McPherson, W. Sharman, R. Waring, A. Parkinson.

THE Arden Street Workshops are known in the Railway world chiefly as a source of supply of first-class joinery, though Railway Cricket Clubs have ample reason to know that formidable cricketers are also produced there.

The Shops, however, enjoy a reputation amongst a certain unfortunate fraternity, which it might be difficult to analyse, neither joinery or cricket entering into it. This reputation is entertained by a small community at Mont Park, consisting of returned Diggers, on each of whom the blight of war has placed that most dreaded of all afflictions, a shattered brain. This community knows of the Arden Street Workshops as the source of supply of good cheer for one happy day in each year, heralding the approach of Christmas, and it was not disappointed this Christmas, when the usual treat was provided. Messrs. Evans and Clayton, of the Dads' Association, assisted, and transport was provided by kindly-disposed friends.

## Mr. Colwell (Chief Electrical Engineer) Welcomed Home



"I AM very glad to be back again," said Mr. H. P. Colwell, Chief Electrical Engineer, at the little welcome home social which the Electrical Branch tendered him in the Institute Concert Hall on January 15, on the occasion of his return from a 12 months' tour of America and Europe.

"Only those who have wandered about the world for a year, as I have," he continued, "can properly appreciate what it is like to wake up in the morning and realise that you are going to see people you know when you get up."

Mr. Colwell entertained his listeners with a brief, interesting description of his experiences and impressions while abroad.

Prohibition, he considered, on the whole, a success, although those who wanted liquor could always get it. Australia wanted much more "boosting" in the States than it was getting at present, and we had much to learn from the Americans in that direction.

London undoubtedly possessed the best system of underground railways in the world, and for general efficiency their railroads were quite equal to the best of the American.

Mr. Colwell was much impressed by his travels on the Continent with the advantages to be derived from a standard uniform gauge. Conditions were very bad in Europe, but from his observations in England, at any rate, he thought matters were beginning to mend.

"We can safely say," he added, "that, compared with cities of the same size, Melbourne's suburban railway system absolutely stands alone."

The catering was in the capable hands of Mr. C. McParland, Steward of the Institute.

As to whether the inmates themselves appreciated the occasion, one had but to hear the applause or the hearty manner in which the choruses were taken up to have any doubt on this point removed. If other branches of the Service feel disposed to secure a reputation at Mont Park similar to that held by Arden Street Workshops, Messrs. Leigh, Wells, Stredwick, and other members of the committee who organised this work will be pleased to show them how it can be obtained.

"Say, Pop, what is an echo?"  
"An echo, my son, is the only thing that keeps a woman from having the last word."



A roadside scene at Tarra Valley, 8 miles from Yarram, Gippsland, Victoria.

# District Transportation Activities

## Ballarat District

ON December 5 a demonstration trip was arranged for the new rail motor recently installed on the Dimboola-Jeparit-Rainbow line.

The motor was accompanied by the T.R.O. (Mr. A. H. Game), and he arranged for 60 of the Dimboola school children to be conveyed to Jeparit, and for a corresponding number to be taken from Jeparit to Rainbow.

The children picnicked at Jeparit and Rainbow respectively. Many of the leading men of the district viewed the rail motor, and expressed approval of the new means of locomotion.

Mr. B. E. Hosking R.S.M., and Messrs. Carroll and Collins, S.M.'s at Jeparit and Rainbow respectively, widely advertised the introduction of the rail motor.

A comparative return of the sick and injured pay for the district for the month of September

### FINDINGS! KEEPINGS!

*Do you remember the above saying, common among children?*

*It is a saying which may be applied to the great work of railway transportation.*

*If each railwayman keeps an eye open for prospective business, and reports every customer he finds, it may result in the Railways Department keeping the business, and perhaps creating more once we have "made an opening."*

*Finding in such a case does lead to keeping.*

shows £59/4/4 allotted to the salaried officers off duty ill, and £37/10/8 to employees off duty injured. These figures indicate a marked reduction for the corresponding month of the preceding year.

## Gippsland District

GIPPSLAND is again called upon to come to the aid of stock owners in the Northern districts owing to the existing drought conditions.

Notwithstanding that Gippsland has also suffered to some extent owing to the dry spell and the ravaging bush fires, the grazing flats in the Stratford-Montgomery district are still cloaked with good green natural feed, which is proving a haven of refuge for the large numbers of starving stock which have been trucked to that and other grazing areas in Gippsland.

The wood and timber traffic is brisk, the millers taking advantage of the hard roads to bring loading to the stations.

The potato and onion crops throughout the district are looking remarkably well.

Butter, milk and dairy produce traffic is keeping up its standard, both in quality and quantity, and the fruit trees in the Dandenong-Pakenham section give every prospect of a busy season ahead.



*These railwaymen were on duty at the loading from the trucks to the steamer of the two rail motors made at Newport Workshops for the Tasmanian Railways.*

## Bendigo District

MORE than half of the district's wheat harvest for this year has been transported to the seaboard or to mills, and the flow of traffic has run so smoothly that one has hardly realised that one has been dealing with a "peak" traffic. The train paths were all well defined, and credit is due to the staff concerned for handling more than one million bags of grain without causing any line congestion, or complaints from consignors.

The reclassification of stations, like "The Curfew," tolls the knell of parting. Many of our station-masters have been transferred to meet the altered conditions, and we part with them with regret, and wish them all success and further promotion, and to the new men in the section we extend a welcome.

The holiday passenger traffic was very heavy. Large numbers went far into the north to spend their Christmas holidays. The engine performances in the district were excellent, as was also the arrival of the passenger trains from Melbourne. This made it an easier task for Bendigo and Northern Depots to despatch their local connecting trains to schedule.

## Seymour District

OWING to the dry condition which prevailed throughout the North-Eastern and Goulburn Valley districts during the recent months, the wheat yield is considerably lighter than previous years. Harvesting was completed earlier, and up to the present 575,337 bags have been railed, as compared with 509,698 for last year. The highest number of bags railed on one day was 56,058, as against 49,174 for the previous year.

The fresh fruit traffic continues to be very heavy. The fruit is of good size and quality, and it is anticipated that the yield will equal that of previous years.

Live stock traffic is still abnormally heavy, and large quantities are being railed to Melbourne from all parts of the district.

## Geelong District

THE wheat for the current year has commenced to reach Geelong. Up to and inclusive of January 10, 210,137 bags were stacked at North Geelong, and 32,343 were shipped, in comparison with 355,219 and 107,397 bags respectively for the same period last year.

All grain shipped to date has been loaded into s.s. "Uga Maru," which was formerly the s.s. "Australbrook," a unit of the Commonwealth Shipping Line.

For December last six boats were dealt with, and 22,522 tons were received, making a total tonnage for 1925 of 232,403, comprising 148,855 tons private consignments and 83,548 tons for the Department.

In the wool traffic 128,384 bales were received to Jan. 21, as compared with 131,508 for the same period last year.

*(Left to Right)—W. Bayley, A. Smith (Melb. Yard), Rous (Newport), G. Thornton (Stores Branch), R. Winter and J. Splatt (Melb. Yard).*

## Interesting Railway People

### Did Duty on the Footplate till day of Retirement

IT is more than 42 years ago since Driver W. McParland, of Healesville, who has just retired, signed his first railway pay sheet. He believes that he is the only engine driver to remain on the footplate running country passenger trains right up to the time of his retirement at the age of 65.

When he started cleaning at 5/- a day at Ballarat in January, 1884, the loco. sheds were situated at the rear of the present down platform, and the loco. foreman was R. Sewell. He was transferred to Melbourne two years later, and remembers Messrs. J. Troupe and T. Hulse as loco. foremen. Then came firing experience, and, finally, in March, 1891, promotion to engine driver.

Gippsland saw a lot of the cheerful and particularly careful driver, as he has driven scores and scores of cattle and special trains in that district, relieving at almost all the loco. depots there. He has had control of every kind of mixed, goods and suburban trains, and there is not an important express run that he has not, at some time or another, undertaken. As driver in charge, he watched his firemen shovel coal on both morning and afternoon trains between Port Fairy and Geelong for four years, and was running daily between Melbourne and Healesville until the advent of steam's deadly enemy, electricity, cut his run short at Lilydale.

Two of his most treasured possessions are official memorandums which he received from Mr. T. H. Woodroffe and Mr. W. M. Shannon.

The first, written in 1905, when Mr. Woodroffe was Chief Mechanical Engineer, commended him for his vigilance in averting a possible collision by promptly pulling up his train in order to draw the attention of the guard of a suburban train to the fact that his driver had run past a signal at danger. In 1915, also, Mr. Shannon, then Chief Mechanical Engineer, commended him again for his valuable aid in extinguishing a fire which broke out in two cars while the train was travelling between Kangaroo and Ravenswood.



### This Railwayman Has Had More Than His Fair Share of Ups and Downs

IF any Victorian railwayman ever had reason to complain that his career had been "all ups and downs" that railwayman would undoubtedly be Tom Kilmartin, for Tom has been liftman at the Institute for the past five years. He must have carried every member of the Institute up and down scores and scores of times, and only an expert mathematician with plenty of spare time on his hands would be able to work out exactly how many times he has opened and shut the lift doors and earnestly exhorted intending passengers to "Mind the step, please!"



Tom spent the earlier years of his career on the foot plate, and has shovelled coal and driven engines on all the suburban lines and the principal country runs.

He remembers when the present Outdoor Superintendent (Mr. J. Fitzpatrick) was Station Master at Sandringham, when Commissioner Shannon was a promising young fitter at Port Melbourne, and when Mr. J. Tierney, ex-Superintendent of Passenger Train Service, was ensconced behind the table in the station office at Essendon.

Prior to donning the lift attendant's cap, Tom was associated with bridge construction work, and also had motor driving experience when the Viaduct and the Jolimont power house were being constructed.

He retired from the service at the end of last year, and there are not a few who will miss his cheery greeting in the mornings.

*Photographs showing Railwaymen at work and play are wanted for every issue*

# Join Up With the V.R. Institute Golf Club

B. C. R. Lynch.

HAVING committed myself to a series of articles on golf strokes in their order of importance to golfers towards assisting in developing their game, and, incidentally, reducing their handicap, I am loth, if only temporarily, to make digression in another channel; but as the "Magazine" is only printed monthly I feel that neither the time nor opportunity can be lost to make an urgent appeal to golfers and intending golfers, among railwaymen, of joining up as members of the Victorian Railways Institute Golf Club.

It is not spectacular, it even repels, and fills the mind of the onlooker with amazement how men and women can go out in all weathers and patiently roam round, hitting a small ball very indifferently, it must be confessed at times, and derive pleasure from such antics. This is the attitude of mind displayed by the majority of onlookers towards golfers, and golf to them is a form of madness, and its votaries cranks. They are quite sure of this. They do not pause to think that men who are leaders in every walk of life follow this form of sport, and while at play are like so many schoolboys. What is the reason, then, for such infatuation? A short apprenticeship will soon convince them that golf is one of the most complex of games, and probably the most scientific of all. It certainly is the most alluring and evasive, and while at one moment you are lifted to great heights of exultation, the next you are down in the slough of despond.

Therein lies its fascination, for one is never sure, and the indifferent game of to-day may be full of sparkle and merit to-morrow.

There is no reason why railwaymen should not embrace it, and many who, so far, have no hobby, should welcome it as a means to health in taking them out to the open spaces.

A plea is, therefore, put forth to railway golfers and intending golfers generally throughout the

State for their co-operation in swelling the membership of the Victorian Railways Institute Golf Club, and giving it a name that will have to be reckoned with in the interstate matches that now will be played annually.

The team to be selected for interstate sporting contests must, in order to conform with the conditions laid down by the Railways Commissioners for the granting of passes to visit other States, be thoroughly representative of the whole of the State, so, therefore, country members will have an opportunity for selection, as well as their metropolitan brethren, and as a week's competitive golf is ahead it is to be hoped that many golfers, not hitherto known, will come forward.

It is anticipated that this year's rivalry will be keen, and as it is highly probable a shield or other suitable trophy will be competed for, it is up to the golfers in this State to "bring home the bacon," if possible.

It is, therefore, necessary to have as many golfers as possible from whom to select, and this opportunity is taken to ask intending members to submit their names to the Honorary Secretary of the Victorian Railways Institute Golf Club, Chief Mechanical Engineer's Office, Room 146, Railway Buildings, Spencer Street, without delay.

In sending in their names, to save delay, it would be as well if the name of their club be given, as well as the bogey of their links and their handicap.

## Victoria's Trout Streams

(Continued from page 23)

would pull him in, he was so excited.

It is strange the degree of helplessness that a decent-sized trout will reduce an inexperienced angler to, especially in an awkward pool. A few words of advice and a little assistance did the trick, and our next morning's breakfast was assured.

The beauty of a good-conditioned brown or rainbow trout just as it is taken from the water is hard to beat, and my friend was so pleased with his first catch that I thought he was going to kiss it. He "had his tail in the air," so to speak, and we went further up the river, although the climbing was increasing a little in difficulty, and got among the rainbows, to my surprise.

The rainbow trout has a distinctive style of fighting peculiar to himself, and indeed it is quite an exception to land one without a lively fight. They specialise in jumping out of the water, especially immediately they feel the hook, and without it is properly embedded they only too often manage to throw the hook nearly as effectively as the famous sword fish of Catalina.

The remainder of the party weren't quite as successful as we were, as they would persist in using the "good old worm." One member said that his father always used them, and "he always caught fish when others couldn't." Anyhow, his son couldn't do it this time.

We got back to the camp before dark, and after a decent tea and a yarn or two we slept as only campers can, and woke as fresh as daisies, all eager for the fray.

The end of this holiday came all too soon, and we had to drag ourselves away with reluctance and fervent promises to "do it again."



Illuminated address, which was presented to the Railways Ambulance Officer (Mr. F. W. Kaiser) on the occasion of his retirement from the Victorian Railways Institute Council.

## Children's Essays on Interstate Railway Ambulance Competitions

ON the occasion of these competitions at Mt. Evelyn, the local school children were granted a half-holiday, and much interest was shown by the youngsters in the first aid work.

Three of the best are printed hereunder. Mr. Dunne, the headmaster, has sent them on to Mr. Rees, President of the Institute, with a request that Mr. Rees will decide as to which is the premier effort, and after carefully perusing them Mr. Rees has decided to call it a draw.

The presence of the children considerably brightened the competitions, and, as will be seen from their essays, what really concerned them most was the apparently extravagant manner in which the competitors destroyed their shirts.

ON November 26 a first aid display was held here. The competitors came from the States all over the Commonwealth. A special train from Melbourne brought the men here.

They chose a place not far from the Mechanics' Institute. They enclosed a piece of ground with a large rope, and near here many tents were made. Close by was a large area of bush, as the land chosen was in the Big Gums' Estate. The trees were close at hand, and ferns, grass, and gum leaves were handy if needed for stretchers or beds. Crowds of people were there to see the display.

The first event shown was the stretcher-making. We all stood round and watched the men running to and fro with saplings and leaves. Men who were competing tore up their shirts for bandages, and used their laces for tying the saplings together.

When this was finished the stretchers were carried off into the roped enclosure, where they were judged. Three men judged, and after this was done we were told to watch the display in the tents.

When we arrived at the first tent we were surprised to see that a man was lying on the ground and was bandaged around the arms, legs and head.

Then gradually the bandages were taken away, and we saw that his face and neck were covered with iodine. We were afterwards told that this was a dislocated jaw, and broken arms and legs.

This was finished about 12.30 p.m. We then went back to school, and the rest of the program concluded about 3.30 p.m.

The winning team with the highest aggregate of marks for this display was awarded a gold medal, and a shield valued at £150 was given them to keep for 12 months.

We now know how interesting it is to watch a first aid display.

MAY FALKINGHAM, aged 14 years, State School No. 3642, Mt. Evelyn.

**A** FIRST AID display was held here, Mount Evelyn, by the railway employees on Thursday, November 26.

It took place near the Mt. Evelyn Station. There were no flowers out at the time, but there were many gum trees, and some wattles as well.

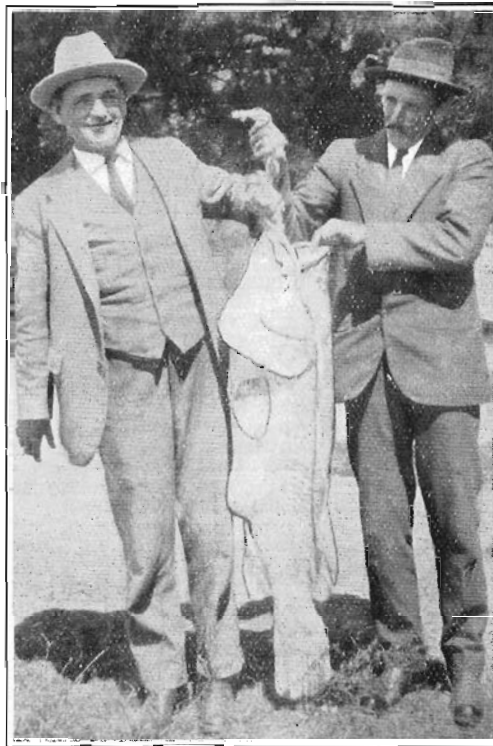
The teams came from different States. There was a shield, worth £150, to be given to the winning team, to be held for 12 months, and each of this team's members was to be presented with a gold medal.

First some young trees were cut down, and the leaves were cut off. The men took off their belts and ties and took out their bootlaces. The sticks were cut into certain lengths. These were the preparations made, and then they began to make stretchers.

It was very interesting to see the stretchers being made. There were three long sticks, the rest being small ones, to go across. Two long ones were fixed together by two small ones, with the belts and ties. The other short pieces were fixed across by the strips of shirt that a man tore up. The other long one was fixed to the opposite corner on the other end. Bracken and leaves were then tied on.

A man then lay on it, and the other two lifted it up and shook it; then they ran away to a place where the stretchers were being judged.

There were other things, such as treating broken legs, jaws, arms and ribs, and bandaging. In all



*A Fine Catch.—A 52 lb. cod caught by Mr. Orr, Stationmaster at Cathkin (left), and Mr. Downey, Repairer, Cathkin (right). This fine fish was caught in the Goulburn River at Cathkin.*

the men were always ready to tear their clothing to help their mates. It was a good lesson to all.

—ELSIE SPIERS.

ON November 26, at the township of Mt. Evelyn, a first aid display was held.

It consisted of teams of railway employees from all over the Commonwealth and they assembled on the Zig-Zag Road to Lilydale. It was a very pretty spot; the gum trees shaded the tents in which most of the events were held.

The first part was the making of stretchers. First of all, the sticks were obtained, and they got two long poles, then put the short pieces across the two poles.

They then got two other poles, which reached across from corner to corner. These were tied with bootlaces, ties, belts, and one of the men tore up his shirt to bind the poles together.

Then the men put poles from end to end. On this they placed ferns to make the bed soft. There were several made, and then they were judged as to which was the best; they each received points.

Then came a broken jaw. They put iodine on the jaw, and then bandages. One man was doing various things, while the other was keeping the patient cool by fanning him with his hat. After a while the patient recovered.

Each member of the team that obtained the highest aggregate of points was presented with a gold medal, besides the honor of holding the big shield for 12 months. The shield was valued at £150.

MARY C. JONES, aged 13 years, State School No. 3642, Mt. Evelyn.

The status of the Ararat Railway Station has been raised from second to first class.

# Way and Works Undertakings

## Geelong District

**A**T Cunningham Street, Geelong, the roadway, on which two sets of rails are laid, has been re-conditioned. Prior to the work being put in hand the roadway consisted practically of coal dust, and when the disposal of coal was being effected the whole locality was darkened by this stirred-up dust.

The Geelong City Council is responsible for the maintenance of half of the roadway, and in conjunction with that body a bitumen-penetrated road was constructed.

This is the first such roadway constructed in this district, and all are agreed that the bitumen makes a wonderfully good road. Not only is it an ideal place for handling the coal traffic, but its maintenance cost has been considerably reduced, and cleaning made easier.

Booking facilities and accommodation in the office at Balmoral have been improved. Water has also been laid on to the Departmental residences.

Extensive alterations to the engine house and crusher have been effected at Manor Quarries.

At Noradjuha, the Departmental residence, occupied by Repairer Hill, was recently totally destroyed by fire, the occupant losing all his furniture and belongings and a considerable portion of his pay. A new concrete residence is to be erected in its stead, and in the meantime Repairer Hill is accommodated in two portables.

Renewals of rails and sleepers are progressing satisfactorily, the percentages of renewals effected for six months of the year being—Rails, 83 per cent.; points, 52 per cent.; crossings, 57 per cent.; sleepers, 52 per cent.; fencing, 60 per cent.

All pumping plants and water cranes have been examined and overhauled. Flows from the various cranes were tested, and in the few instances in which they were considered unsatisfactory steps have been taken to increase the flows.

Road Master Mr. J. A. Hamilton is absent on annual leave. Road Foreman Mr. W. Foley is relieving him, Acting Road Foreman Mr. D. R. White taking over Mr. Foley's duties.

## Bendigo District

**O**WING to a phenomenally heavy downpour of rain, accompanied by large hailstones which blocked culvert openings, a serious washaway occurred at about 142 miles near Glenalbyn, on the night of November 19, necessitating the construction of three temporary structures, technically known as "pig stys," to carry the track.

Later, longitudinal rails were put in, which formed a substantial structure for the carrying of traffic pending the filling in of the washaway.

The local and adjoining gangs deserve great credit for prompt action and good work done in the erection of this temporary structure, which was completed within sufficient time to enable ordinary running conditions to be resumed by about 4 p.m. on the following day.

At Lancefield Junction a gang has been employed putting in extra track, including one single compound and four sets of points of 80lb. material and two sidings to facilitate the handling of trains. This work, which is about 95 per cent. completed, cannot be proceeded with further until the building of new trucking yards has been carried out. The gang has been transferred to the work of adjusting creep between Sunbury and Diggers' Rest.

The work of pointing and replacing loose bricks in Big Hill Tunnel, Ravenswood, has been in progress for some weeks. This tunnel is lined with hand-made bricks, and under the influence of weather and blast from locomotives, many bricks fall out and have to be replaced.

## Gippsland District

**C**ONSTANT attention has been given to the maintenance of track and structures, particularly with regard to bridges, which, if placed side by side, would practically stretch for 17 miles in length. This indicates what an important feature bridges are in this district's maintenance work.

It is interesting to note that this district has the highest wooden bridge structure on the steepest grade and sharpest curve to be found in the State. The bridge is on the Warragul-Noojee line.

As these bridges are wooden structures, they are a source of grave anxiety at this time of the year, when bush and grass fires are about, and unceasing vigilance on the part of both bridge and track men is required to put the possibility of their destruction by fire "off the map." A bridge like the one referred to above would take a considerable time to replace, and would cause a serious loss in revenue to the Department.

Bayside holiday-makers will be pleased to learn that good progress has been made with the new station (Bondi) between Chelsea and Carrum. The station is in close proximity to the open beach, and its erection will prove a further attraction to the already popular Frankston line.

Considerable difficulty has been experienced with the drainage of the tracks on the St. Kilda-Brighton electric street railway owing to the comparatively low state of the district through which this line passes. With the view to improving, strengthening, and draining the track area, portion of this line is now being re-conditioned (at Elwood), which should make for a greatly improved road and tramway surface.

The housing of our staff is a matter which is receiving continual attention, and, in keeping with the Department's policy of providing good accommodation for its employees, new residences are being erected at Dalyston, Bondi, and Cheltenham. Working conditions are also being improved at various stations, the more extensive alterations and additions for this month being carried out at Victoria Park, Briarolong, and Catani.

Approval having been obtained for the erection of a new meal room for the use of employees at the Elwood car sheds, a commencement will be made on the work in the near future. Conveniences of this description are a great advantage to the staff, and naturally tend to make the men more contented.

## Ballarat District

**B**ALLASTING operations for the financial year have been practically completed.

The following works have been completed:—Rearrangement of track and extension of platform at Horsham; rearrangement of track, extension of platform, and improvements to the station approach at Daylesford. The station buildings at Daylesford have also been renovated, and the general appearance of the station is bright and clean.

A new bookstall was erected on the south platform at Ballarat, which is in keeping with the fruit kiosk, and allows a good display of reading matter.

## Seymour District

**T**HE re-grading of the track at Wangaratta is now completed.

Material is being collected for the commencement of the re-laying of both tracks between Broadmeadows and Lightwood with 90lb. rails for the purpose of converting the North-Eastern line into a very high-class express line.

Other improvements in hand in this district consist mainly of the erection of six concrete Departmental residences at Seymour and one at Tocumwal.

New siding for the Metropolitan Gas Company and for Cuming, Smith, on the Maribyrnong loop line, are under construction.





# Personal.



*Holiday time is the period of sunshine and smiles. The photographer has here caught a merry group of some of the office staff attached to the office of the Secretary for Railways.*



**Mr. G. A. Curtis**, Engineering Member of the Betterment Board, is relieving **Mr. Dillon**, Superintendent of Locomotive Supplies, at present on leave. **Mr. Curtis's** place on the Betterment Board is being filled by **Mr. G. Turner**, of the staff at the Newport Workshops.

The chairman of the Victorian Railway Commissioners (**Mr. H. W. Clapp**) and **Mrs. Clapp** spent their annual holiday at the Chalet, Mt. Buffalo.

**Mr. H. O. Fisher**, Accounts Clerk, Geelong Goods, was transferred to Melbourne Goods, with promotion, on January 5. Before his departure he was presented by his fellow officers with mementoes—a gold-mounted pencil, a gold-mounted cigarette holder and case. **Mr. V. J. Bolger**, Clerk, from Melbourne Goods, has been appointed to the vacancy caused by **Mr. Fisher's** transfer.

**Mr. A. Johnston**, S.M., Warrnambool, was promoted and transferred to Ararat on 6/1/26, and **Mr. W. Tolliday**, S.M., Ararat, has been transferred to the former station. These transfers are the result of the recent re-classification of stations.

**Mr. J. Z. Mullins**, Block and Signal Inspector, has been transferred from Geeong to Flinders-street, **Mr. E. M. Hoare** being promoted and appointed to the vacancy as from January 2.

**Mr. H. A. Zies**, Assistant Train Running Officer of Geelong, was transferred to the office of the Train and Telegraph Officer in December. The vacancy is being filled by **Mr. P. Legg**, R.S.M.

**Mr. F. Dixon**, of the Bendigo Goods Shed, was recently transferred to Mellis. He proved himself both diligent and conscientious. Although he had only a few hours' notice of transfer the shed staff arranged to present him with a leather travelling bag, and expressed the wish that he would gain experience and promotion in the Department.

**Mr. J. W. Butterworth**, Assistant Engineer in the Drawing Office of the Rolling Stock Branch, has been loaned to the Betterment Board for 12 months to assist in the investigation of engineering suggestions.

On Thursday, February 4, the Retired Railway-men's Social Club will conduct its annual bay trip to Queenscliff, the p.s. "Hygeia" having been chartered for the occasion.

The steamer will leave Port Melbourne at 9.50

a.m., and return from Queenscliff at 5.30 p.m. A sports programme will be arranged, a first-class band has been engaged, and hot water and milk will be supplied free.

Tickets, at 3/- for adults and 1/6 for children under 12, may be obtained at Unity Hall, the Railway Institute, and the principal suburban railway stations.

The hon. secretary is **Mr. M. Quinn**, 163 Pickles street, Port Melbourne.



*Mr. E. G. Armstrong,  
Popular Works Foreman, Warrnambool.*

Friends of Mr. W. Fraser, formerly Inspector of Refreshment Rooms, and a senior officer of the Transportation Branch, will be pleased to see this, his latest photograph. Mr. Fraser is now the genial host of the Anglesea Hotel.



## Engagement

The engagement is announced of Miss Rita Clarice Chittick, only daughter of Cr. Jas. Chittick, of Seymour, and the late Mrs. Chittick, to Mr. John Macleroy Barklamb, eldest son of Mr. and Mrs. W. Barklamb, of "Picardy," Allison Road, Elsternwick. Mr. Barklamb is clerk in the District Superintendent's Office at Seymour. He is a returned soldier, a licensed shorthand expert, and a very popular officer.



Dan Healey is one of the best known Relieving Stationmasters in the Vic. Railways Service. He is always called in to augment the Staff at Spencer-street for the Xmas. traffic.

Mr. Reg. and Miss Edna Jones, son and daughter of Mr. E. Jones, Repairer, Havelock, who won first prize for best dressed couple at a fancy dress ball at Havelock. They represented the Masqueraders.



## Wedding Bells for Railway Men and Maidens

IT is but rarely that the dingy, drab dustiness of the Railway Offices is enlivened by the touch of femininity, but nowadays, since the influx of our staff of ladies, even that is possible, as was proven in the Accountancy Branch on Friday, November 27.

The occasion was an historic one. A typist, having submitted her resignation from the Department's service as a result of a whispered "yes" beneath the murmuring branches of some overhanging venerable tree on a moonlit night, was being entertained at luncheon by a party of girl friends who fill similar positions throughout the General Offices. Summer frocks, bright eyes, young and pretty faces and happy laughter, when added to the presence of flowers, cakes and fruit, even snowy table linen, lent an unusual atmosphere to an otherwise unlovely setting, and brought a smile of indulgence to the eyes of even the most stoical of our local dignitaries.

Miss Victoria Welfare, of the Accountancy Branch, was the guest of honor. Miss Jean Burns, of the same branch, acted as hostess in a manner at once charming and efficient, and to her was delegated the job of offering for Miss Welfare's acceptance a splendid example of the clockmaker's art.

Before the day was out the bride-elect was given a further present consisting of an array of cutlery and silver, as an earnest of the good fellowship that exists between her and the balance of the staff.

Mr. John J. Kelleher, of the Rolling Stock Drawing Office, recently was presented by his comrades with a set of handsome silver plate and cutlery as a token of esteem on the occasion of his marriage.

In making the presentation, Mr. McMiken was supported by Mr. Leathlean. They and others ably expressed the kind sentiments of the staff toward the groom and bride elect.

Mr. Lyle Smelcher, Timekeeper, Newport Power House, on the occasion of his marriage the other day to Miss Chloris Green, of St. Kilda, was presented by his colleagues with a handsome set of carvers and glassware. Mr. J. Lang, Assistant Engineer-in-Charge, in an appropriate speech, handed over the presents, tendering some sound advice.

As spokesman for the staff of the Accountancy Branch, Mr. T. F. Brennan, Chief Accountant, on Tuesday afternoon, December 8, offered for Mr. J. H. Robinson's acceptance a presentation of cutlery, table silver, and a dinner set in token of the high regard of his fellow officers, and as an expression of their good wishes upon the occasion of Mr. Robinson's marriage. Mr. Brennan was very capably supported by Messrs. A. Williams (Assistant Accountant) and N. J. Lester (representing the bookkeeper), both of whom echoed their chief's views upon the sterling qualities of the bridegroom.

Articles from Railwaymen dealing with interesting aspects of their work are invited.

One of the busiest men on the Better Farming Train is Mr. W. Bostock, better known among the train staff as "Billy." On him falls the duty of directing the crowds to the various carriages, and of announcing the demonstrations. The cameraman here caught "Billy" with his megaphone ready for action.



### Wedding Bells



A very pretty wedding was celebrated at St. Paul's Church of England, Geelong, recently, when Mr. Chas. Matthew McFarlane, boilermaker, attached to the Geelong Loco., and late of Newport and Stawell, was married to Miss Doris Hobbs, of Wellington Street, Geelong.

Miss A. Hobbs, sister of the bride, acted as bridesmaid, and Mr. N. McFarlane, brother of the bridegroom, fulfilled the duties of best man. The Misses F. Hobbs and N. Reynolds acted as trainbearers.

Breakfast was partaken of in the Temperance Hall, Ryrie Street, after which the happy couple left for their honeymoon trip to Ballarat, Daylesford, and the Western District.

On the eve of his marriage, Mr. McFarlane was presented by his fellow employes with a handsome case of cutlery. Mr. Mudge made a felicitous speech, supported by Messrs. I. J. Williams and Arthur Twells.

Mr. H. R. Phillips was one of the two railway officials who presented themselves for the Law Courts' examination for Licensed Shorthand Writers on December 12. Both were successful in obtaining the certificate. Mr. Phillips was tutored by Mr. T. Mather. Mr. Phillips was for many years in the Outdoor Superintendent's Office, but is now under the Metropolitan Superintendent.



Mr. J. G. Clark, who recently retired from the Department after a long record of service. The people of Creswick, where he was Stationmaster, gave him a public send-off, and expressed keen appreciation of his work in the district.



### Last Mile Post

The death has occurred at the age of 84 of Mr. P. B. Gray (or "Old Peter," as he was affectionately known at Port Melbourne, where he spent the closing days of his life), who had long service in the Department as driver, chargeman, and road foreman.

He was born in Govan, Scotland, and came to Australia in 1863.

After his retirement he worked hard for the compensation and pension enginemens of the Railways, and until his death was a popular member of the Retired Railwaymen's Social Club.



Everyone in Head Office knows Bob O'Neill, one of the band of courteous liftmen. On one day recently Bob made 431 trips in his lift, and carried 1092 passengers. In the 15 minutes of peak loading in the morning he carried 159 passengers in 14 trips.



*This is a group of the Stawell Loco. Shed Staff, with the Administrative Officers seated in front. Sitting (left to right): Messrs. G. F. Nener, A. W. Morris, W. Lindsay, R. G. Maybin, W. Groves, G. K. Douglas, R. J. Ficken, N. R. Edwards, L. J. Stewart, and H. W. Byron.*

## “Sleeper Train” Does Quiet but Effective Work

**O**PERATING in a remote corner of East Gippsland, what is known as the 11.45 a.m. plant train, but better known locally as the “Sleeper Train,” is a very important train to quite a number of people—more important to them even than the “Reso” or “Better Farming” Trains, because the returns are prompt and substantial.

These returns range from £500 to £1500, reaching the “peak” period at Christmas, when up to £2000 a week is distributed among the sleeper cutters on the Bairnsdale-Orbost section. They, in turn, distribute it as inclination, or perhaps more often necessity, dictates.

To the Railway Department the importance of the “Sleeper Train” may be gauged by the fact that it is the means of transporting approximately two-thirds of the sleepers required for maintenance. The work consists of running these special trains, each containing 1600 sleepers, in addition to odd lots delivered at station yards, ranging from 100 to 2000, the latter being worked through by goods trains.

Picture yourself at Orbost station, 231 miles from Melbourne, on the famous Snowy River Flats, and you will see three men especially interested in the running of the “Sleeper Train.” They are the Stationmaster, Sleeper Inspector and Guard W. Hoskins. The latter is a real “local D.S.” and takes full responsibility for everything. He knows where the trucks are sidetracked, where the sleepers are stacked. If anyone wants to know anything, the answer is, “Ask Bill, he knows everything.”

As soon as the rail motor clears Nowa Nowa a start is made. On arrival at the dump we are met by a gang of stalwarts—equal to any body of men in the country—stripped ready for action, as the time is very limited. As soon as the trucks are placed in position the skids are placed from the tops of the trucks to trestles on the bank, the running board from the bank to the bottom of the truck. Generally two gangs, sometimes three of six men each, are loading at the same time.

Each gang will load 152 sleepers into a standard truck in about half an hour. After about 3 hours’ strenuous work the train is loaded.

During the loading the forest officer has been busy checking the sleepers, safeguarding his Department’s interests. The Royalty for the sleepers is collected by the Railway Department, and paid to the Forest Commission. The best of relationship exists between the two Departments in East Gippsland.

## Railways and Radio

**N**EARLY 40 talks have been given by Victorian railwaymen in the last six months under the auspices of 3LO from the broadcasting studio at Melbourne. Every aspect of railway operation has been dealt with, and there is not the slightest doubt that listeners in have learned more of the railway system in this State than they ever knew before.

In recent weeks the talks have been given by Mr. C. Mullany, “Telling the Railway Story in Pictures”; Mr. G. Johnson, Chief Ticket Inspector, “Sidelights on a Special Railway Checker’s Work”; Mr. R. McClelland, Staff Officer for Transportation, “Impressions of a Railwayman Gathered Abroad”; Mr. H. R. Gollan, Assistant Publicity Officer, “Interesting Aspects of Railway Operation.”

**Diner and Club Lounge Car.**—The Santa Fe Railway (U.S.A.) has tested an improved diner and club lounge car, affording greater convenience and space for crew and passengers. The two cars are operated together, the diner being entered through the reception room of the club car. In this space are seats where one may wait if all tables in the diner are taken. This car has also a soda fountain and a confectionery and magazine store.

As soon as the tallies are completed, the accounts are made out and contracts signed, checks scribbled out, £350 distributed, and we are off for our lives to reach Nowa Nowa in time to clear the motor.

If it were not for the splendid co-operation of Stationmasters, train crews, forest officers, and sleeper hewers, the work could not be carried out.

As it is, we are proud of having what we consider to be one of the best “Help us to Help You” movements in the Department.—J. S. Vaughan, Sleeper Inspector.

# Progressive Programme for the Institute

It has been decided to hold the Institute Musical and Elocutionary Competitions again this year in August.

The competitions, for which valuable trophies are offered, are purely amateur and open to all financial members of the Institute, their wives, sons and daughters, and all who are assisting the Melbourne or any of the country centre Institute societies, even though they be non-members.

A series, open to the general public and Institute members alike, will also be held, and termed "All-comers' Events."

Fuller particulars may be obtained from the General Secretary.

Members are informed that, through the courtesy of the Commissioners, the following interesting technical magazines are available on the shelves of the Reference Library:—"Railway Gazette," "Engineering," "The Engineer," "Railway Age," "English Railway Engineer," and "The Commonwealth Engineer."

Library bookcases have now been provided at Ballarat, Bendigo, Newport, Geelong, Seymour, Maryborough, Benalla and Stawell, while Traralgon, Korong Vale and Kyneton will be supplied as soon as the necessary arrangements for supervision can be made.

Mr. F. Miller, engine working and Westinghouse brake instructor at Seymour, and Mr. E. J. Hyatt, hon. secretary of the Geelong Centre Area, have resigned from their positions. Both these gentlemen have rendered valuable service to the Institute, and the council regrets that they have been compelled

to relinquish their positions.

With the appointment of Mr. A. Belcher to the position of conductor, the Institute Orchestra is being completely reorganised, and members of the Institute and their dependents who may be desirous of joining the orchestra in some capacity are informed that the following will be its composition:—Ten first and eight second violins, two violas, three cellos, three basses (string), two flutes, clarinettes, oboes, bassoons and trumpets, four horns, three trombones, and one tuba, timpani, and drum.

Those interested are invited to get in touch with the General Secretary.

Arrangements have been made for Miss Ada Lockwood, who has long been recognised as Victoria's national dancing champion, to conduct a class at the Institute.

Steady progress is being made with the new Institute buildings at Ballarat and Ararat, and it is anticipated that they will both be opened in the early part of the year.

Mr. A. Galbraith, General Secretary, recently visited Bendigo, Korong Vale, and Maryborough.

At Korong Vale grateful reference was made by the local committee to the Commissioners' generosity in granting a block of land for the purpose of erecting a tennis court.

Fireman T. McQueen has won the prize given by Mr. W. House, of Colac, for the best student in the local engine working and Westinghouse brake class.

A series of monthly interclass gymnasium competitions is being arranged at the Institute.

Full particulars may be obtained from any of the instructors at the gymnasium.



**Miss Kara Harkness**, of the Victorian Railways Institute Class in Elocution and Dramatic Art, under Instructress Miss Moverley, is to be congratulated upon her many successes as a competitor during last year, when, at various centres, including the A.N.A. Competitions, Melbourne, South Street, Ballarat, Bendigo, Colac, Dandenong and other districts, she won championship prizes in pianoforte playing and elocution, in the sections for girls under 13 years.



After an enforced retirement from the ring for more than two months, following on an attack of appendicitis, the Institute's popular boxing instructor, **Larry Copeland**, has staged a successful "come back." He declares that he is back to normal weight again, and cordially invites anyone who may still think him a sick man to come along and have a couple of rounds with him.

## Mr. Hally Leaves the Institute

"Ted Hally's name is a household word among Victorian railwaymen," declared Mr. W. Phelan, Employes' Representative on the Board of Discipline, in the Institute Council Room on December 22, when railwaymen who had received the benefit of Mr. Hally's instruction in the Station Accounts and Management Class gathered to bid him farewell on the occasion of his relinquishing his position to accept promotion in the Department.

"Mr. Hally has done good service for the railways," continued Mr. Phelan, "and it is my sincere wish that he may be as successful in the future as he has been in the past. I can't say more than that!"

There were other speakers, including Mr. Galbraith, General Secretary of the Institute (who recalled that he and Mr. Hally had spent the earliest years of their career together), Mr. Richardson, Mr. Devine, Mr. Michie, and several of the students from the class.

Mr. B. E. Falloon, who was in the chair, presented Mr. Hally with a wallet of notes.

Mr. Hally, in responding, thanked his class for their present. "Whatever success has been attained by my class," he said, "is due primarily to the students themselves. The best teacher alive could do nothing unless he had the support and co-operation of those he was trying to teach."

The health of Mr. Hally's successor, Mr. A. Larkin, was then proposed by Mr. W. O'Connor.

## A Class in Art

ON Saturday, 6th February, Mr. J. Phillips Samuel, A.R.C.A., London, will open a class of instruction in oil and water-colour painting, commercial art and design, which will meet in No. 3 Class Room, Victorian Railways Institute, at 2.30 p.m., open to members and their dependants. Registration fee, 1/-, at the General Secretary's Office.

## Billy Meeske Sends Greetings

Writing from 192½ Fourth Street, Portland Gymnasium, Portland, Oregon, Billy Meeske, the famous strong man and the Institute's wrestling instructor, who is visiting America to gain experience, declares that he is getting on famously.

"I am now training at Mullen's gym, with 'Strangler' Lewis, world's heavy-weight champion, and he is showing me the correct way to apply the head lock," writes Billy. "So far I have had four bouts, and have won them all. Wrestlers here are as plentiful as flies in the summer, and there are about a dozen promoters with wrestling contests every night in the week. The result is that very poor crowds attend, and I guess wrestlers depending on the game for a living would starve. Of course, I am quite content with the matches I get, because they mean all the more experience. Remember me to all the lads."

## Reports from Country Institute Centres

**BENDIGO.**—Personnel of Committee for 1926:—The members' representatives elected by ballot are as follows: J. Beatty, carpenter, Works Branch; A. T. Ceresa, blacksmith, Rolling Stock; G. M. Cross, moulder, Rolling Stock; S. C. Ellis, clerk, Works Branch; J. Finch, electrical fitter, Signal and Telegraph; F. W. Furlong, driver, Rolling Stock; G. W. Godfrey, clerk, Rolling Stock; D. R. Hay, driver, Rolling Stock; H. W. Heath, striker, Rolling Stock; W. L. Hosking, driver, Rolling Stock; C. H. Leach, moulder, Rolling Stock; J. McKie, turner, Rolling Stock; E. A. Roach, fitter, Rolling Stock; G. Thom, leading hand fitter, Rolling Stock.

Council's Representatives:—A. Horbury, carpenter, Works Branch; D. Hutchison, carpenter, Works Branch; W. McShane, fitter, Rolling Stock; T. J. Bishop, driver, Rolling Stock; J. Bruce, boilermaker, North Bendigo; E. Cobbin, blacksmith, Rolling Stock; W. C. Ellis, goods foreman, Transportation; L. V. James, clerk, Transportation.

Honorary Officers:—Mr. W. Tredinnick, District Superintendent, Hon. Chairman; Messrs. M. McCraith, Stationmaster, Hon. Vice-Chairman; R. Laird, clerk, Transportation, Hon. Vice-Chairman; P. O'Neil, Manager, North Bendigo, Hon. Vice-Chairman; E. Bright, carpenter, Works Branch, Hon. Vice-Chairman; R. Jeffery, Sub-Foreman, North Bendigo, Hon. Vice-Chairman; T. Coakley, Acting District Engineer, Hon. Vice-Chairman; C. G. Sims, L/h. carpenter, Hon. Vice-Chairman; R. Senior, L/h. fitter, North Bendigo, Hon. Vice-Chairman; J. McLeod, Foreman, Loco. Depot, Hon. Vice-Chairman; G. R. Critten, L/h. fitter, Hon. Vice-Chairman.

Mr. E. Cobbin was elected President, Messrs. S. C. Ellis and D. R. Hay Vice-Presidents, C. T. Pollness Honorary Secretary.

**Pianoforte Instruction.**—Local members who desire to take advantage of instruction in pianoforte are asked to submit their names and the names of their children whom they wish to enrol to the Hon. Secretary, Mr. C. T. Pollness, or the Custodian of the Institute Rooms.

**Social.**—To complete the year's activities, the members and their lady friends spent a happy evening together on December 5. Mr. Galbraith, General Secretary, and Mr. J. Sheehan, of the Australian Railways Union, were visitors. Mr. W. McShane, President, presided.

### Geelong District

#### SECRETARY'S ANNUAL REPORT.

Gentlemen,—I have pleasure in submitting my annual report of the Geelong Railways Institute for period ended December 31, 1925:—

Since my last report your Committee has been compelled to abandon the usual weekly euchre parties owing to the small attendances and the unsuitability of the present building; however, your Committee now has sufficient money for the furnishing of the new building. Geelong is next to be provided with an up-to-date building; a new site has been selected, which will be in a more convenient position, there being ample room for tennis courts, bowling green, etc., etc.

We have an up-to-date library, new books being added every month, and members can obtain books from the central library as well; all books are carried free by rail, members only being required to leave and call for their books at the station.

The educational classes in shorthand and typewriting, under the supervision of Mr. J. F. Sutton, and the engine working and Westinghouse brake, under the supervision of Mr. C. T. Bray, are well attended, and students have done credit to their instructors. Railwaymen who are interested in these classes are advised to attend.

I wish to thank the members of my Committee for their very cordial support during my term as Secretary, also the Ladies' Committee, who have been of great assistance in all our social work, and I would ask railwaymen, non-members, to join up and help the Institute along—reap its benefits.—E. J. Hyatt, Hon. Secretary.

#### GEELONG CENTRE AREA PICNIC.

THE Annual Picnic of the Geelong Centre Area of the V.R. Institute was held at Barwon Heads on December 20, 1925, in ideal weather. About 250 people attended, including the General Secretary (Mr. A. Galbraith), and Mr. W. Phelan.

The children were especially provided for, each child receiving a bag containing lollies, oranges and bananas. Ice cream was provided in frozen blocks for everybody, and each child received a large Christmas stocking on the return journey.

During the afternoon a sports programme was carried out on the beach. The return was commenced from Barwon Heads at 7 p.m., everybody being tired but happy.

The following were the prize winners:—

Girls up to 4 years, 25 yards.—1st, Joan Clarke; 2nd, May O'Leary; 3rd, Noreen Welch. Boys up to 4 years, 25 yards.—1st, L. Foote; 2nd, L. Wileman; 3rd, Garrie Cotter. Girls 5 to 8 years, 50 yards.—1st, Jean Wally; 2nd, B. Wileman. Boys, 5 to 8 years, 50 yards.—1st, J. Mastrew; 2nd, R. Foote. Girls, 9 to 12 years, 50 yards.—1st, W. Birch; 2nd, B. Foote. Boys, 9 to 12 years, 50 yards.—1st, J. Bowden; 2nd, J. McCusker. Girls, 13 to 16 years, 75 yards.—1st, Trophy, Gift of Solomons Pty. Ltd., G. Hope; 2nd, Trophy, Gift of A. B. Chapman, J. Clarke. Boys, 13 to 16 years, 75 yards.—1st, G. Kendall; 2nd, P. Welsh. Single Ladies, 75 yards.—1st Trophy, Gift of Bright & Hitchcocks, G. Hope; 2nd, Trophy, Anonymous, F. Cantiller. Married Ladies, 75 yards.—1st, Ton of Coal, Gift of Howard Smith Ltd., Mrs. Barmby; 2nd, 10 lb. Box of Tea, Gift of E. O'Connell, Mrs. J. Wally. Married Men, 100 yards.—1st, ½ Ton Coke, Anonymous, Mr. J. Wally; 2nd, 10/-, Gift of Blakiston & Co., Mr. J. Cleary. Old Buffers, 75 yards.—1st, 10/6, Gift of J. Millhouse, Mr. G. Clarke; 2nd, Trophy, Gift of W. H. Hoare, Mr. Warren. Volun Brewery Handicap, 100 yards.—1st, Cheque, £2/2/-, Gift of Volun Brewery, Mr. J. Cleary; 2nd, 10/-, Gift of Institute Committee, Railway Championship Handicap, 100 yards.—1st, Ton of Coal, Gift of Robert Purnell, Mr. E. Farrer; 2nd, ¾ Ton of Coal, Gift of Huddart Parker Ltd., Mr. J. Cleary. Slamese Race, 75 yards.—1st, Case of Wine, Gift of Chas. Cole & Co., Messrs. R. Rees and W. Barmby. Ladies' Slamese Race, 50 yards.—1st, 10/-, Mrs. C. Fisher and Mrs. J. Wally. Motor Drivers' Handicap, 100 yards.—1st, ½ Ton of Coal Gift of Huddart, Parker Ltd., Mr. J. M. Wise; 2nd, Trophy, Gift of W. J. Thorne, Esq., Mr. T. Wise.

Starter, Mr. W. Pratt. Handicappers, Messrs. C. J. Welsh and H. Lawry. Judges, Messrs. A. Galbraith and D. Walton.

**WANGARATTA.**—Railways Christmas Entertainment. — The Railways' Social Club held a very pleasant entertainment here on Tuesday, December 22, when the children of the railwaymen in Wangaratta were given a Christmas treat. The principal feature of it was a Christmas tree, which was laden with toys, and from which Father Christmas handed each child under 11 years one of the gladdening gifts. In this way 130 toys were disposed of. Two large rockers, one made specially for the occasion, gave much amusement to the youngsters, who were also treated to drinks, ice cream and lollies. At intervals musical items were given by Miss L. and Master G. Moore, and recitations by Misses F. Quinlan and M. Tatterson. The Mayor (Cr. J. Matheson) opened the function, and in doing so complimented the social club on bringing the people together in a social way, and on providing a Christmas treat for the children. He said it was in accordance with the wishes of Mr. Clapp, the Chief Railway Commissioner. The president of the social club is Mr. Pike, who was a prime mover in its formation. He filled the roll of Father Christmas at the entertainment, and helped in other ways to make it bright and successful. He and the secretary (Miss M. Bean) and the committee of the club are to be complimented on their efforts to entertain the children.



## RAILWAY MEN IN SPORT

### Transportation Cricket Match

The annual cricket match between teams representing the Head Office and the Relieving Staff, Transportation Branch, was played on the South Melbourne Cricket Ground on January 4, and was won by the Head Office team by 49 runs.

This match has been played annually for nearly 30 years. In 1920 Mr. T. B. Molombly, then General Superintendent of Transportation, presented a handsome shield, and each year the names of the winning team is engraved on the shield. Since 1920 the match has been won by the Head Office team on four occasions and the Relieving Staff on three occasions.

In the evening a smoke social was held at the Institute, and an exceptionally good programme was presented.

The following toasts were proposed:—"The Commissioners," by Mr. D. O'Toole; response to toast, Mr. M. J. Canny. "The Heads of Branches," Mr. R. Williamson; response to toast, Mr. J. Conlan. "Head Office Staff," Mr. H. Buchanan; response to toast, Mr. H. Cooke. "Relieving Staff," Messrs. Meares and Spencer; response to toast, Messrs. Lethlean and Mulcahy. Toast, "Chairman," by Mr. J. Fitzpatrick.

### Railway Sports Area

Growing interest is being manifested by the different railway sports associations in the proposal to form a central railway sports ground on land near the Jolimont sub-station to serve as the recognised sports oval for Victorian railwaymen.

The ground could be laid out with cricket pitches, a football arena, running tracks, tennis courts, bowling greens, and croquet lawns, and, if the co-operation of all the outdoor sports clubs is enlisted it is felt that a ground worthy of the Victorian Railways could be established and maintained without difficulty, while the working expenses of each separate club would also be materially reduced.

The general secretary has circularised all the railway sports associations, and would be glad to hear from all those interested in the matter. A conference is being arranged for an early date.

**CARPET BOWLS ASSOCIATION.**—Bendigo centre appointed two representatives to the Carpet Bowls Association, and it was resolved that two teams from the centre be entered for 1926 competitions in this sport.



Head Office Versus Relieving Staff (Transportation Branch) for T. B. Molombly Shield.  
Back Row—J. L. McArthur, E. V. McMartin, R. L. Coutts, J. Fewster, R. Page (Captain Relieving Staff), E. C. Anderson, J. Ryan, E. Jacobs, G. Jamieson. Centre Row—W. Bassett, D. Allan, W. Fawcett, R. Uhd, W. A. Taylor, W. G. C. Spencer, E. Rains. Sitting—F. Beihl, K. Donald, J. Davine, A. E. Hall, R. McClalland (Capt. Head Office Team), J. M. Coles, A. S. Williams, C. De Gruchy.

# Draughts and Chess Have An Interesting History

(By BRISTOL)

Having been asked at various times concerning the history of draughts, I am giving you a little of the extracts gathered on the early history of the game.

The game was played in Egypt in the year 1600 B.C., in the time of Queen Hatasa, a daughter of Thothme's the First, and herself for many years Ruler of Egypt. Some of her draught men and a part of the board have been discovered.

It is also established that from Egyptian monumental paintings and inscriptions the game was common at the time of the earlier Pharaohs.

It has been conjectured that draughts was the game with which, in the first book of the *Odyssey*, Homer describes the suitors of Penelope as amusing themselves, and that which, according to Pausanias, was invented by Palamedes at the siege of Troy. But Rameses the Third, 1300 B.C., as depicted on the walls of Thebes in Egypt, is unmistakably playing draughts with a lady, and the British Museum has many specimens of ancient Egyptian draught men and draught boards.

It is recorded that the pioneer of English draughts literature was William Payne, who like Pierre Mallet, was a mathematician, and there seems to be something about the game that harmonises with mathematics, quoting Mr. Hopkins, who says he was personally acquainted with six mathematicians, who are devotees of the game, and exceptionally good players, four of them ranking with experts.

I was asked also what was the difference between chess and draughts.

The history is summarised as follows:—

Chess is divided into three parts. First: The age of the primeval Indian game extending from its origin, about the sixth century A.D. During this time the moves of the pieces were almost the same as in the present game, but the game was played by four persons, and the contestants determined what piece to move by the throw of a dice. Second: The mediæval game, embracing the period between the sixth and sixteenth centuries A.D., when the game was reduced to a contest between two persons, and the element of chance was discarded. And third: Modern chess, which includes the period from the commencement of the sixteenth century A.D. to the present day, except some changes in the fundamental laws of the game, such as increase in the powers of the queen and bishops and the introduction of castling.

Chess is the "Royal game," and well it may be: it was promoted by Royalty to become a national royal game. See the kings, queens, castles, knights and bishops representing Royalty standing behind the pawn's, representing private soldiers. The

game of draughts was known as the plebian game, the game of the people, as it is to-day.

It will be noted that while the game of chess has undergone many changes, the game of draughts, to use the words of the eminent writer, Mr. H. C. White, "is, like the violin, the same to-day as it was yesterday, the same yesterday as it was centuries ago; beautiful, marvellous, inexhaustible, beyond improvement; a perfect instrument."

No man can tell which is the deeper of the two games any more than which is the deeper, the Atlantic or the Pacific Ocean, as no bottom to either was ever found.

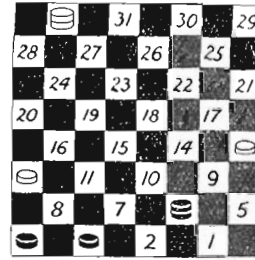
## Problem 2.

Black.  
K. 6, single pieces 3 and 4.

White.  
K. 32, single pieces 12 and 13.

Known as second position. By Payne. Black to move and win.

N.B.—All communications intended for this column should be sent to Mr. S. Morcombe, secretary, Railway Draughts Club. Games, problems and criticisms are invited.



## Solution to Problem No. 1.

Black, Kings 17, 14; White, King 5, single piece 21. Black to move and win.

17-13	10-15	15-18	5-1
	9-5	17-13e	22-25
5-1	15-18	18-15	1-6
13-9	5-9c	9-14	22-25
1-5	1-5	1-5	6-10
9-6	9-6d	14-17	25-22
5-1	18-15	15-10	10-15
14-10	21-17	17-22	22-25
1-5a	5-1	10-14	15-18
6-1			
5-9b	6-9	22-25	Black wins

- a—If 21-17, then 6-9, 17-13, 9-5, B wins.  
b—If 21-17, then 1-6, 17-13, 6-1, 5-9, 1-5, B. wins.  
c—If 21-17, then 18-22, 17-14, 1-6, 5-1, 6-2, 1-5, 22-17, B. wins.  
d—If 9-13, then 18-22, 21-17, 5-1, 17-14, 1-5, 14-10, 22-18, 10-6, 5-1, B wins.  
e—If 9-5, then 18-22, 17-14, 1-6, 5-1, 6-2, 1-5, 22-17, B. wins.

## There's No One Better Known at the Oakleigh Works Depot Than Sam Turner

WHEN Storeman Sam Turner took up his abode in the departmental residence adjoining the Oakleigh Works Depot in 1916 his back yard bore a striking resemblance to a particularly untidy rubbish tip that had apparently



been subjected to an extraordinarily savage and protracted bombardment by heavy howitzers. Compared with it, many of the war-scarred French villages of the same period would have assumed the appearance of well-kept suburbs. The spectacle might have

driven any faint-hearted individual who was going to reside there into violent hysterics, but there's nothing at all faint-hearted about the genial Sam.

He turned to with a will, doffed his coat, rolled his sleeves well up, took in a couple of the holes of his belt, and put in his spare time so profitably, energetically, and with such a recklessly lavish expenditure of perspiration that his little tract of ground has been converted into a thing of beauty and a joy forever—or, at any rate, for as long as Sam signs a pay sheet that's made out in the District Engineer's Office at Oakleigh.

The residence has won the annual Departmental competition two years in succession.

Departmentally, Sam is one of the best-known railwaymen at the Oakleigh Depot. He it is who is responsible for the marvellously systematic and orderly lines on which the big depot store is conducted.



# Time Spent on Self-Improvement is Never Wasted

The Victorian Railways Institute Departmental Educational Classes will commence on Monday, 1st February, 1926; all intending students should enrol and be present at the commencement. In addition to the Classes at Melbourne; there are similar Classes in Country Centre Areas.

Many men now occupying high and important positions in life have risen from the lowest ranks through perseverance and continued application to their studies. What others have done, you should be able to do. Make up your minds to emulate the deeds of those men, and as a stepping stone to success, join one or more of the Educational Classes available to you.

At the Institute, Melbourne, the following classes are held each week during the educational terms:—

**Applied Mechanics, Building Construction, Electricity and Magnetism, Engine Working and Westinghouse Brake, English Course (English, Arithmetic, Geography), Algebra Mechanical Drawing, Safeworking, Shorthand, Station Accounts and Management, Typewriting, Accountancy, Bookkeeping, Modern Languages (French, German, etc.), and Psychology.** Country Centre Areas are provided for as follows:—

**Ballarat.**—Engine Working and Westinghouse Brake; Shorthand and Typewriting.

**Bendigo.**—Engine Working and Westinghouse Brake; Mechanical Drawing; Shorthand and Typewriting; English; Arithmetic; Geography, Safeworking.

**Geelong.**—Engine Working and Westinghouse Brake; Shorthand and Typewriting.

**Maryborough.**—Engine Working and Westinghouse Brake; Shorthand and Typewriting; Telegraphy.

**Seymour.**—Engine Working and Westinghouse Brake; Shorthand and Typewriting; Safeworking.

**Benalla.**—Engine Working and Westinghouse Brake.

**Stawell.**—Engine Working and Westinghouse Brake; Safeworking; Telegraphy.

Country Class Centres are provided for as follows:—

**Ararat.**—Engine Working and Westinghouse Brake.

**Colac.**—Engine Working and Westinghouse Brake.

**Hamilton.**—Engine Working and Westinghouse Brake.

**Korumburra.**—Engine Working and Westinghouse Brake.

**Traralgon.**—Engine Working and Westinghouse Brake.

**Wodonga.**—Engine Working and Westinghouse Brake.

**Wonthaggi.**—Engine Working and Westinghouse Brake.

Correspondence Courses, conducted from Melbourne are:—

**Algebra, Arithmetic, English, Engine Working and Westinghouse Brake, Permanent Way Construction and Maintenance, Shorthand, Safeworking, Station Accounts and Management.**

These Correspondence Courses are open to Permanent, Supernumerary, or Casual Employees, who are financial members of the Institute, and who reside outside the metropolitan area, on payment of 1/- registration fee for each class.

**Bookkeeping Class—Commercial Course, Melbourne Centre.**

The next Bookkeeping Course will commence on Friday 5th February. Members of the Institute who intend joining this class are advised to register early, as it is particularly desired that they should be present at the first meeting of the Class.

**Shorthand (by Correspondence).**

Members of the Institute are reminded that the Correspondence Course in Shorthand, under Mr. J. Fetherstonhaugh, L.S.W., Vic., F.I.P.S. and F.C.T.S., Eng., is open to all financial members of the Institute living outside the Metropolitan area on payment of 1/- registration fee.

Text Book for the course may be obtained from General Secretary of the V.R. Institute at a cost of 5/-.

**Algebra.**

This subject is taught orally in Grades 1 and 2, and by Correspondence. Grade 1 meets on Mondays at 7.30 p.m., and proceeds by easy stages from the beginning up to and including quadratics. Grade 2 meets Tuesdays, at 7.30 p.m., and proceeds with a more difficult treatment of the subject—surds, indices, ratio proportion and variation, progressions, binomial theory, etc.

The Correspondence Course in Algebra covers Grades 1 and 2, and is open to financial members of the Institute outside the metropolitan area on payment of registration fee of 1/-.

**Typewriting.**

This class meets every Wednesday, at 5 p.m. and 7.30 p.m., during the Educational Class Terms, and is under Mr. T. W. Mather, F.C.T.S., F.I.P.S., L.S.W. Intending students should enrol without delay, and take advantage of this excellent opportunity of becoming proficient in one of the most important of commercial subjects.

All Classes are open to financial members of the Institute on payment of 1/- registration fee.

**Applied Mechanics Class**, which meets on Mondays, at 7.30 p.m., covers the following work:— Forces, centre of gravity, simple machines and frame structures space and vector diagrams, work friction, efficiency, power, the Linear Law, the Elastic Law, Young's Modulus, strength and stiffness of materials, motion, inertia, momentum, energy, type of motion—piston link, etc., principle of hydraulics, with applications pumps, water wheels and turbines. The subject is so treated that much demand will not be made on the mathematical knowledge of the student. Every workshop student should take up this course; it will add to his efficiency and give him a more intelligent interest in his work.

## Summer Band Concerts

THE bands of the Victorian Railways Department have entered upon their series of summer concerts. On Wednesday evenings the Victorian Railways Military Band plays at Sandringham beach, while the Newport Railway Workshops' Band plays at Williamstown beach. On every second Thursday evening the bands play at Mordialloc beach and in the Canterbury Gardens, near the Canterbury Railway Station.

Keen appreciation has been expressed by the public at the music supplied by these bands. The Military Band has 60 performers and the Workshops' Band 35 performers. Bandsmen are expert musicians, and have been frequently complimented on the high quality of their programmes.

## Roll of Honor—Long Service Men Retire

**Laborer G. H. Bonney**, of Geelong, has retired from the Service.  
He entered the Department in 1917, and spent the whole of his career at Geelong.

With 42 years' service, **Mr. N. Brew**, Porter, who has been located at Flinders Street since 1920, retired from the Service at the end of last year.

He joined up in 1883 as a lampman, and had experience as car cleaner, shunter, and guard, with service, among other places, at Princes Bridge, Port Melbourne and St. Kilda, before settling down at Flinders Street.

Flinders Street lost an old identity when **Len Jobson**, Senior Watchman, retired a few weeks ago. He entered the Service in 1889, and was porter and gateman before being appointed watchman in 1923. He was stationed at Flinders Street for more than 41 years.

**Goods Sub-foreman J. Scott** said good-bye to his pals at the Melbourns Goods a couple of weeks ago.

Jack knew everyone in the Goods Sheds, and had been laborer, receiving porter, weigher and goods checker, receiving his appointment as sub-foreman in 1917. He passed the railway M.O. at the beginning of '88.

With many expressions of their good wishes for his future welfare, the Ararat goods carriers recently presented **Mr. H. McLennan**, clerk at the Goods Sheds, with a handsome pipe, on the occasion of his retirement from the Service.

**Mr. H. Peitch**, of the Bendigo Goods Shed, has just retired after 37 years' service in the Department, practically the whole of which he worked at Bendigo. His fellow railmen presented him with a rug. Mr. Peitch has not enjoyed the best of health for some months, but it is hoped that a rest from work will assist him greatly to recuperate.

Gathering together in the General Secretary's Office the other day, the Institute staff said good-bye to **Mr. T. Kilmartin**, who has just retired from the position of lift attendant at the Institute, where he has been located for the past five years. Mr. Galbraith presented him with a smoker's outfit, and several nice things were said by Messrs. W. Phelan, J. D. Michie, E. Hally and C. McParland.

### Opportunity Column

Wireless experimenter wants to Sell or Exchange best quality wireless parts. For particulars, ring Windsor 6227 after 6 p.m.

### Springvale Farm WINTON NORTH, VICTORIA

Offers Refined Accommodation throughout year

**C**LOSE to Mokoan Ranges, 2000 ft. above the sea, and facing the Winton Lake, a sheet of water 7 miles by 3 miles.

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— Proprietress —

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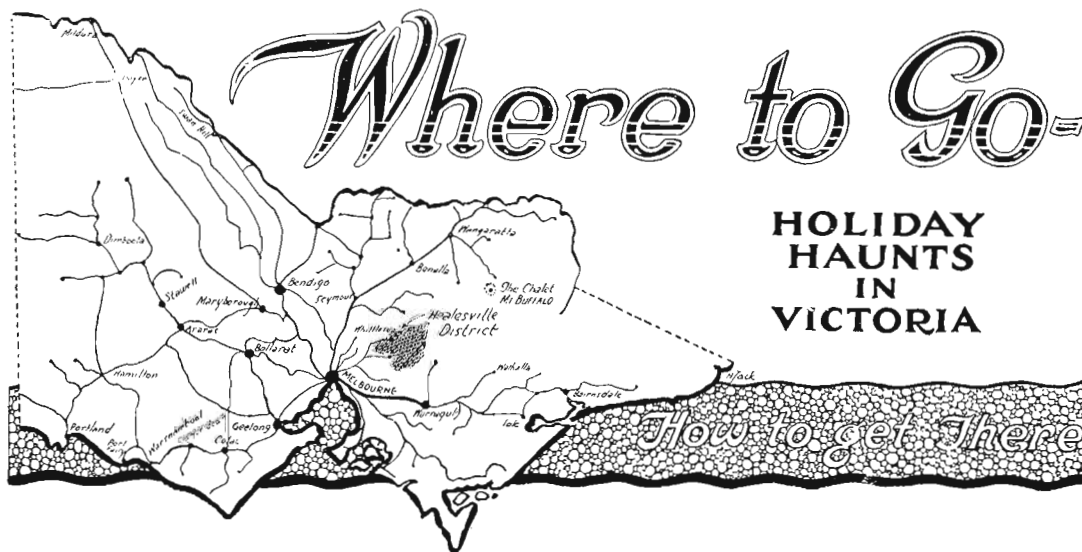
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## Warburton—A Fine Holiday Spot

Within 50 miles east of Melbourne lies Warburton, on the Upper Yarra. Here swift, clear streams with many tributary creeks, all fully stocked with trout, offer to the visitor the possibility of fine sport.

**T**HE hills from which the creeks flow rise on either hand, and carry on their slopes the magnificent eucalyptus which provide work for many sawmills busily engaged in reducing the trunks of huge messmate and mountain ash to marketable sizes of hardwood timber, while, in addition, great quantities of palings and shingles are produced by small parties of splitters working in the bush.

Starting at first as a timber township, Warburton was the terminus of a coach service running along the Yarra Valley from Lilydale, and the beauty of its delightful bush environment attracted, even in the days before the coming of the railway, many tourists and holiday-makers, who brought back with them tales of the tall timber, taller hills, fine streams and frequent waterfalls, deep valleys and lofty summits, with wide panoramic outlook—tales that decided for many a hesitating intending holiday-maker the location of his next vacation.

But now the rail traverses the same route as the former coach journey, and the passenger bound for Warburton, still passing through Lilydale, changes at that station from the recently introduced fast electric service to the steam train, which, if not so speedy, affords to the traveller the opportunity of admiring the charm of the river, mountain, and bush country through which he is journeying.

Warburton is found to be a typical Australian bush township, lying on either bank of the Yarra, the halves joined by a bridge across the stream, and dominated by the upstanding bulk of Mt. Donna Buang (the Hill of the Crow), whose height is 4080ft., and whose head is snow-covered to a considerable depth on many occasions during every normal winter.

A well-made, easy-graded road runs a winding length of 14 miles to the summit, but the trip may be made in a steeper four miles by those capable and desirous of making the trip on foot.

From the top, where a look-out platform with ladder of access has been erected, a wide and far-fung prospect is obtained—over the part bush, part cleared valley of the Yarra just below to the distant heights of the Baw Baw Plateau, with its mean ele-

## Noojee—A New Resort

**M**R. G. N. STRIDE, Chief Clerk, and Mr. B. Hocking, Clerk, District Superintendent's Office, Dandenong, during their recent annual leave decided to see for themselves if there was any truth in the statement that Noojee was one of the finest tourist resorts in Victoria, and by their glowing account of their experiences they were evidently not disappointed.

They declare that the trip is full of interest from the time the train leaves Warragul till arrival at Noojee. The scenery is beautiful, even at the start of the journey, and as the scenes unfold as the train winds its way through the timber-covered hills and the fern gullies one is lost in wonderment by the time Noojee is reached.

Between Nayook and Noojee are three wooden single-pile bridges, one of which is 105ft. high. It is said to be the highest wooden single-pile bridge in the Commonwealth.

The township of Noojee is situate in the heart of the forest. Noojee as a tourist resort has only been made possible by the erection of a commodious, up-to-date, well-appointed hotel. Mr. Stride, who has had much experience in accommodation places, is loud in his praises of the Noojee hotel, and recommends it as one of the finest accommodation hotels he has had the pleasure of staying in.

IF YOU HAVE NOT YET BEEN TO NOOJEE, GO THERE FOR YOUR NEXT HOLIDAY.

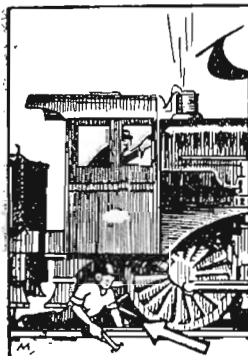
vation of 5000ft., stretching further eastward still into Gippsland.

But it is possible, without straying far from the township, to visit and view many charming beauty spots. Hills, creeks, charming fern gullies, bush tracks, all are comprised in the list of Warburton's varied and delightful attractions, and tourists will find in this ideal holiday resort a choice of comfortable guest houses and a modern hotel, at which may be spent the happy hours of a week-end trip or the fuller days of a longer vacation.

# 32 Reasons Why You Should Practice Safety First



*Children of Railwaymen at Spencer St. & Flinders St. Staff Picnic - Dec. 1925*



# SAFETY FIRST

NOTES FOR FEBRUARY

## Drivers!

Blow the whistle. Be sure no one is working on, about, or under the locomotive when you start it.

A glance at our accident statistics shows that there is practically no grade in the Service that is immune from accident. Labourers, Platelayers, Gatemen, Shunters, Guards, Storemen, Drivers, Firemen and Cleaners, Linemen, Fitters, Gangers and Repairers, Stationmasters, Ticket Checkers, Painters, and, in fact, nearly every grade is represented. So it will be patent that all railwaymen have much to gain from a safety education.

**A**CCIDENTS, we know, will happen, but hundreds and hundreds of those which take place every year might never have occurred if safety had been foremost in the minds of the injured.

Just study the following accounts of a few railway accidents taken from the records at random and you will be convinced:—

A lad laborer jambed his foot in a crossing with the result that it was run over by a truck and crushed. His leg is now practically useless. *Watch Your Step.*

A guard was dropping the brake of a truck when his hand caught between the lever and a scotch block, necessitating the amputation of a portion of a finger. *Be Foresighted, not Short-sighted.*

A buffer repairer lost a finger because a wound caused by a splinter of steel became septic. *Get First Aid* for all cuts and wounds, no matter whether minor or major.

A laborer, returning from his place of employment to the railway station, stepped in front of an approaching train and was killed. Would he have done so had he been thinking safety?

Again, a motorman, when crossing Jolimont Yard, stepped in front of a train and was killed. *Look and Live* was not made a safety slogan for nothing.

A fireman, looking out of his cab to see if the injector was working properly, slipped from the footplate and fell on to the track, sustaining terrible injuries to his skull. *Always be Careful.*

An employe, cleaning a machine in motion, had his hand caught in the cogs and lost a finger in consequence. This is a foolish practice which has been made the subject of several "Safety First" posters. *Never clean your machine while it is running.*

A porter, when crossing the pit from one platform to another, slipped and permanently injured his knee. Many accidents have occurred in this way. Care is all that is required as a deterrent, but don't forget to be ever on

the alert for approaching trains. *Look Before You Leap.*

And so the terribly story goes on—accident after accident just because men are careless.

Watch the "Safety First" bulletin boards. They will teach you to guard against accident and thus help you to help yourself.

Start to think "safety" now—to-morrow may be too late.



**DON'T KID ABOUT SAFETY**  
You May Be The Goat.



Customer (entering a fish store): Throw me four fish.

Fishmonger: Why throw them?

Customer: I want to tell my wife I caught them.

"There must be a lot of golfers in the head office building."

"Why do you think so?"

"When I called 'Four!' in the elevator this morning all the passengers ducked."

Harold: Some men are letting their hair grow these days.

Mabel: Are they?

Harold: Yes, they regard a hair cut as effeminate.

The novice at trout fishing had hooked a very small trout, and had reeled in his line until the fish was rammed against the tip of the rod. Then he asked his companion: "What do I do now?"

"Climb up the rod," said his disgusted companion, "and stab it."

"Father, what is an advertisement?"

"An advertisement is the picture of a pretty girl, eating, wearing, holding or driving something that somebody wants to sell."

Reply made by a Sicilian boy to a question in geography:

"The five quarters of the globe are four in number, and they are the three following—Europe and Asia."

"Mother, do liars ever go to Heaven?"

"Why, no, dear," replied the mother in some surprise, "certainly not."

There was quite a pause.

Finally the boy said quietly:

"Well, it must be mighty lonesome up there with only God and George Washington."

An old man was arraigned before a judge on a charge of assault. During the proceedings the judge asked him if he wanted a lawyer appointed to defend him.

"No, no, judge," he replied: "I don't wan' no lawyer, but I sutinly would like a couple of good witnesses, if you got 'em."

"I hope you are following my instructions carefully, Sandy—the pills three times a day and a drop of whisky at bedtime."

"Well, sir, I may be a wee bit behind wi' the pills, but I'm about six weeks in front wi' the whusky."

Tim: How are you getting along at home while your wife's away?

Jim: Fine. I've reached the height of efficiency. I can put on my socks now from either end.

Hostess: But why haven't you brought your wife?

Professor: Dear, dear! How careless of me—and I tied a knot in my handkerchief, too.

A Scotchman gave a waiter a tip. The horse lost.

A man much inebriated flopped into a seat in the lobby beside a clergyman.

"Nysh dav," began the drunk.

"Yes, it is," said the clergyman feeling that perhaps the circumstances called for a little forbearance.

"Will you have a drink?"

This was too much. The clergyman's face set severely, and he intoned sternly, "No, thank you, sir. I don't indulge."

"Shay, whattaya givin' us, feller? You're drunk now. You gotsha collar on backwards."

## Are Girls of To-day as Good as Those of a Generation Ago?

*A correspondent signing herself Bay Webb takes our contributor of November's monthly talk to task for some of her remarks:—*

ON "A Page for Womenfolk" in the November issue your contributor publishes a criticism of the girls of to-day. She declares that no girl of the crowd she saw at Henley could have posed as a subject for a painting of a young mother by one of the Italian or Spanish artists.

Surely, your contributor is dreaming! In the late sixties, the leading artists of Europe were unanimous in declaring that Adah Isaacs Menken was the only woman of Europe whose form could vie with that of the famous statue Venus of Milo.

To-day, Australia could supply by the hundred girls of equal symmetry.

As for motherhood, only 35 years ago a baby show was held in the Exhibition Building. The bonniest of the 300 competitors would be passed unnoticed to-day amongst the splendid infants that one will see during

any afternoon stroll.

Numbers of writers have asserted that our girls should be more unlike our boys; but no reason for such dissimilarity has been given in my reading. It is easy to declare that Nature intends this, that, or the other, but it would be difficult to prove the intents of Nature.

The sporting girl of to-day is as gold to dross compared with the tight-laced, fainting, scream-at-a-mouse, semi-invalid, whose attainments were little ahead of a mediocre ability to tinkle the piano, gabble a bit of French, and gossip on the contents of three-volumed novels.

It is a pity that the champions of girls of a generation or two back cannot parade one of their paragons. Good faith! Both boys and girls of to-day would give a wide berth to such a nincompoop.

# Railwaymen Extend Their Railway Knowledge

Varied and extensive opportunities for education in railway allied subjects are offered by the Victorian Railways Institute. The following railwaymen passed in the examinations held last year. Those who passed with credit are so indicated:—

## Algebra Course, Grade 1.

McDonald, D. R., App. F. and T., Newport (Marks, 100); Power, T., Lad Labourer, Newport (79); Zarembo, V., App. Elec. Fitter, Signal Shops, (70); White, A. L., Lad Lbr., Sp. St., (69); Westmore, A. W., App. F. and T., Newport, (59); Calway, H. J., App. Boilermaker, Newport, (58).

## Algebra Course, Grade 2.

McKimmie, J., App. Elec. Fitter, Signal Shops, Newport, (Marks, 84); Bolger, N. C., App. F. and T., Newport, (74); Simpson, J. P., App. F. and T., Newport, (58); Jennings, R. G., App. F. and T., Newport, (56); Brown, G. F., App. F. and T., Newport, (56); Small, R. F., App. Patternmaker, Newport, (50).

## Applied Mechanics.

Dance, G. H., App. C. and W. Builder, Newport, (94); McDonald, D. R., App. F. and T., Newport, (79); Bolger, N. C., App. F. and T., Newport, (72); Jennings, R. G., App. F. and T., Newport, (72); McCall, R. I., App. F. and T., Newport, (72); Sleeman, C. M., App. Patternmaker, Newport, (68).

## Bookkeeping, Grade 1.

Clarke, A. C., Junior Clerk, Storehouse, Spotswood, (88); Coleman, C. R., Junior Clerk, Storehouse, Arden Street, (84); Place, R., Junior Clerk, R. S. Branch, Sp. St., (83); Eggers, J., Junior Clerk, Melbourne Yard, (78); Allen, R. E., Junior Clerk, Inquiry Office, Melb. Goods, (75); Smyth, V. R., Clerk, Education Department, (75); O'Brien, L. R., Junior Clerk, Melbourne Goods, (67); Cottrill, V. G., S.M., Hampton, (65); Easterby, F. L., Junior Clerk, State Electricity Commission, (62).

## Bookkeeping, Grade 2.

Grant, G. T., Clerk, R. S. Branch, Sp. St., (96); Bowden, C. R., Clerk, R. S. Branch, North Melbourne, (92); Owen, Thos. M., Clerk, State Electricity Commission, (90).

## Building Construction, Grade 1.

Hortle, R. J., App. Car Builder, Newport, (96.6); White, W. H., App. Carpenter, Arden St., North Melb., (76.6); Robertson, W. J., App. Carpenter, S. and T., Newport, (75); Johnson, F. T., App. F. and T., Sp. St., (50).

## Building Construction, Grade 3.

Cards, M. R., Fitter, Workshops, Jolimont, (80); Johnson, W. C., Clerk, Melb. Goods, (53.3).

## Electricity and Magnetism, Grade 1.

Brown, G., App. F. and T., Newport, (82, pass credit); Manson, E., App. F. and T., Newport, (76, pass credit); Sergeant, H., App. F. and T., Newport, (70, pass); McAllam, W., Sub. Stn Junior, Sub. Stn., E. Camberwell, (61); Chenery, E. R., Fitter, S. and T. Branch, Newport, (60); Kellam, J. W., App. F. and T., Newport, (58); Zarembo, V., App. Elec. Fitter, Signal Shops, Newport, (55); Mott, J., App. F. and T., Newport, (52); Walker, C. J., Lad Labr., W. and V. Branch, Sp. St., (51); White, R., App. F. and T., Newport, (50).

## Electricity and Magnetism, Grade 2.

Dance, P. J., App. F. and T., Newport, (80, pass credit); Elliston, N. R., App. F. and T., Newport, (68, pass); Horne, R. D., Lad Porter, Montague, (65); Scutt, W. T., Elec. Fitter, Sp. St., (59).

## English Course, Grade 1.

Lynch, G. C., Checker, Melbourne Goods, (90.7, pass credit); Trevethan, C. W., Jnr. Clerk, D.E.'s Office, Bendigo, (86.1, pass credit); Valentine, L., Messenger, Sec.'s Branch, Sp. St., (80.6, pass credit); Bersey, Jas., Messenger, Sp. St., (78.4, pass credit); Luke, W. J., S., Lad Labr., D.E., Bendigo, (76.3, pass credit); Bullen, L., Messenger, Sp. St., (76.3, pass credit); Holland, V., Lad Lab., Workshops, N. Bendigo, (76, pass credit); Pattison, R., Jnr. Clerk, Audit Branch, Flds. St., (76,

pass credit); Pitt, W., Lad Lab., Workshops, N. Bendigo, (74.7, pass credit); Storer, E. L., D.P. Clerk Alphington, (74.7, pass credit); Johnston, D., Jnr. Clerk, Flinders St., (71.6, pass); Power, T. B., Lad Lab., Newport, (70.7); Lans, G. F., Lad Lab., Workshops, N. Bendigo, (70.1); Birch, W., Jnr. Clerk, Audit Branch, Flinders St., (69.2); Hall, E. W., Jnr. Clerk, Audit Branch, Flinders St., (68.3); Howard, N., Messenger, Elec. Branch, Sp. St., (68.3); O'Leary, C. J., Sup. Ac. Sig. Porter, Teoronga, (67.4); Merrett, P., Jnr. Clerk, Audit Branch, Flinders St., (63.6); Taylor, R. D., Lad Lab., Stores Branch, Newport, (61.2); Bendall, C. F., Messenger, Sp. St., (60.3); White, A. L., Lad Lab., Sp. St., (60); Beswick, W., Lad Lab., Workshops, N. Bendigo, (60); Grant, W. R., Lad Lab., Workshops, N. Bendigo, (60).

## English Course, Grade 2.

Dundas, J., Messenger, V.R. Institute, (85.7, pass credit); Williams, C. F., Jnr. Clerk, Trans. Branch, Sp. St., (83.3, pass credit); Jackson, L. C., Jnr. Clerk, Audit, Flinders St., (82.1, pass credit); Mantou, P., Jnr. Clerk, Audit, Flinders St., (76.3, pass credit); Whitefield, J., Lad Lab., Newport, (74.7, pass credit); Juller, R. F., Jnr. Clerk, Audit, Flinders St., (69.5, pass); Penman, J., Jnr. Clerk, Audit, Flinders St., (65.5); Humphreys, W. G., Jnr. Clerk, Audit, Flinders St., (62.7); May, J., Jnr. Clerk, Const. Branch, Sp. St., (60); Hall, H. C., Messenger, Sp. St., (60).

## Engine Working, Junior Grade.

Goodman, A. R., App. Iron Machinist, Newport, (94); Kellam, J. W., App. F. and T., Newport, (86); Martin, R. J., Fireman, Dandenong, (76); Cody, E. J., Cleaner, Wonthaggi, (74); Booth, W. F., Cleaner, Wonthaggi, (70); Kettle, C., Cleaner, Colac, (61).

## Engine Working, Senior Grade.

James, R. E., Fireman, Ararat, (97); Middleton, A. T., App. F. and T., Newport, (92); McQueen, T., Fireman, Colac, (88); Rands, A., Fireman, Ballarat East, (84); Solomon, A. E., Crane Driver, Newport, (80); Croft, J., Fireman, Bendigo, (78); Kemmis, C. G., Fireman, Colac, (78); Thomson, R., Driver, Wonthaggi, (78); Jones, W. G., Fitter, Workshops, Bendigo, (76); Innes, W. M., Fireman, N. Melb., (73); Gay, H., Fitter, Ballarat North, (73); Hillhouse, L. H., Driver, Geelong, (72); Richardson, P. H., Fitter, Geelong, (72); Higgins, J. W. S., Fireman, Wodonga, (71); Madder, H. C., Fireman, Ballarat East, (71); Hallawell, H. J., Fireman, Wodonga, (70); Pidd, E., Fitter, Stawell, (66); Andrews, H. T., Fireman, Colac, (65); Lambden, A. R., Fireman, Seymour, (64); Green, F. A., Fireman, Maryborough, (64); Jennings, A. G., Fireman, Maryborough, (63); Cox, E., Fireman, Stawell, (63); Davies, C. R., Fireman, Bendigo, (63); O'Neill, J., Fireman, Ballarat East, (62); Bowden, D. N., Fireman, Stawell, (61); Desmond, F. E., Fireman, Geelong, (60); Lowe, H. H., Driver, Geelong, (60); Mitchell, E. L., Fireman, Colac, (60); Dellar, W., Fireman, Maryborough, (59); Shaw, C. V., Fireman, Stawell, (59); Pollard, C. E., Fireman, Seymour, (59); Speed, E., Fireman, Ballarat East, (58); Pilkington, J., Fireman, Traralgon, (58); Gangeil, W. H., Fireman, Stawell, (57); Collins, P. M., Fireman, Geelong, (56); Cox, S., Fireman, Stawell, (55); Thompson, G. W., Fireman, Korumburra, (54); Bond, G. E., Fireman, Stawell, (54); Hannan, R., Fireman, Ballarat East, (50).

## Mechanical Drawing, Grade 1 (Junior).

Gibson, D. A., App. Testing Electn., Sp. St., (90); Matthews, K., App. F. and T., Newport, (88); Robinson, H., App. F. and T., Newport, (86); Lee, G. T. H., F. and T., W. and V., N. Melb., (84); Ipsen, J. C., F. and T., Workshops, Bendigo, (82);



*Splendid work is being done by the Baby Health Centres Association Staff on the Better Farming Train. Here's a fine group of babies taken when the train visited Bungaree.*

Thompson, L. J., App. Elec. F., Elec. Depot, (80); Jennings, R. G., App. F. and T., Newport, (76); Frostick, A. C., F. and T., Newport, (76); McCall, R. I., F. and T., Newport, (76); Tulloch, J. G., F. and T., Newport, (75); Sleeman, C. M., App. Pattern-maker, Newport, (75); Westmore, A. W., App. F. and T., Newport, (73); McDonald, D. K., App. F. and T., Newport, (73); Calway, H. J., App. Boiler-maker, Newport, (60); Lane, G. F., Lad Lab., Workshops, Bendigo, (60); Fury, P. L., App. F. and T., Sp. St., (50); Blackshaw, B. B., Carpenter's Apprentice, N. Melb., (50); Finnie, A., App. F. and T., Newport, (50).

#### **Mechanical Drawing, Grade 2 (Senior).**

Seabrook, G. J., Jnr. Clerk, Ad. Branch, Sp. St., (92); Elliston, N. R., App. F. and T., Newport, (90); Smith, F. W., App. F. and T., Workshops, Bendigo North, (88); Small, R. F., App. Pattern-maker, Newport, (86); Gorby, A. J. P., App. F. and T., Newport, (84); Hortle, R. J., App. C. and W. Builder, Newport, (76); McBain, H., App. F. and T., Newport, (75); Brown, G. F., App. F. and T., Newport, (73); Currie, L., Clerk, Loco. N. Melb., (70); Harris, W. H., App. F. and T., Workshops, Bendigo North, (70); Twist, S. A., Car Bldr., Newport, (55); Mott, J., App. F. and T., Newport, (55); Rees, A. A., App. F. and T., Newport, (50, jnr. pass); Florriwell, F. W., Elec. F., Flinders St., (50); Manson, E., App. F. and T., Newport, (50); Walker, C. J. B., Lad Lab., W. and W. Bch., Sp. St., (50); Beswick, W., Lad Lab., Workshops, Bendigo North, (50).

#### **Safeworking.**

Tobias, N. M., Porter, Barker, (90); Miller, A. J. V., Shunter, Melb. Yard, (87.75); Bowkett, E. D., Signal Porter, Newport, (87.25); Lucas, Harold, Shunter, Melb. Yard, (87); Francis, P. J., Parcels Porter, Sp. St., (86); Daly, L. F., Signaller, Merri, (81); Smart, E. J., Shunter, Seymour, (78); Trainor, D. M., Lad Porter, Stawell, (77); Dawson, H., Porter, Danderong, (77); Tucker, H., Labourer, Sp. St., (76); Thomas, W. F., Clerk, D. S.'s Office, Bendigo, (75); Doherty J., Porter, Flinders St., (71); Watson, R. E., Porter, Spencer St., (69); Knight, C. W., Shunter, Melb. Yard, (68); Drury, H. H., Signaller, Traralgon, (67); Farrell, G. R., Porter, Montone, (63); Tuder, R. S., Porter, Toorak, (61); Blundell, H. H., Porter, North Melbourne, (60); Doherty, P. A., Shunter, Melb. Yard, (60); Conroy, L. P., Porter, Sunshine, (60).

#### **Shorthand, Elementary Theory.**

Nankervis, L. V., Clerk, D.E.'s Office, Oakleigh, (97); Saunders, C. C., Jnr. Clerk, Melb. Goods, (95); King, L. A., Clerk, State Treasury, (93); Williams, B. T., Clerk, Parcels Office, Geelong, (90); Butler, F. E., Clerk, Trans., Geelong, (87); Williams, L. A., Jnr. Clerk, D.S.'s Office, Geelong, (84); Wishart, N. G., Clerk, Head Office, Trans. Bch., (83); Taylor, H. G., Jnr. Clerk, Commonwealth Railways, (75); Powell, W. M., Jnr. Clerk, S. and T. Branch, (74); Watkin, R. D., Jnr. Clerk, Melb. Goods, (69).

#### **Shorthand, Advanced Theory.**

Cameron, (Miss) M., Waitress, Refreshment Services, (89); Rolfe, C. M., Clerk, Metro. Supt.'s Office, (79); Smith, B. J., Clerk, Head Office, R.S. Branch, (75); Nolan, A. J., Jnr. Clerk, W. and W. Bch., Geelong, (73); Don, G., Jnr. Clerk Workshops, Newport, (70); Bourke, J. A., Jnr. Clerk, Trans. Bch., Seymour, (70); Bowen, T. H., Jnr. Clerk, Head Office, R.S. Bch., (68); Stoneham, C. P., Jnr. Clerk, Trans. Bch., Maryborough, (66); Cooke, D. J., Jnr. Clerk, W. and W. Bch., Geelong, (65).

#### **Shorthand, Speed.**

Burns, A. A., Jnr., Clerk, Staff Office, (170 words

per minute); Place, R. J., Jnr. Clerk R.S. Bch., Sp. St., (150); Coghill, C. H., Jnr. Clerk, Secretary's Bch., (120); O'Donnell, J. D., Jnr. Clerk, R.S. Bch., Sp. St., (99); Mitchell, J., Jnr. Clerk, Melb. Goods, (90); Kierath, R. C., Jnr. Clerk, D.S.'s Office, Seymour, (80); Whiteley, L. I., Jnr. Clerk, Audit Bch., Flinders St., (80); Habgood, F. I., Jnr. Clerk, Train Running Room, (70); O'Connor, J. J., Jnr. Clerk, S. and T. Branch, (70); Place, W., Clerk, Education Dept., Melb., (70); Brown, A. G., Jnr. Clerk, Head Office, Traffic Bch., (60).

#### **Station Accounts and Management.**

Crocker, G. E., Goods Clerk, Wonthaggi, (93.6); Thomas, W. F., Clerk, c/o D.S., Bendigo, (90); Smith, A. L., A.S.M., Parkdale, (80.4); O'Rourke, T. J., D.P., Jnr. Clerk, Frankston, (78.8); Hunt, H. A., A.S.M., Lethbridge, (78.4); McCartney, J., A.S.M., Victoria Park, (78); Roper, R. H., Opt. Porter, Frankston, (70); Slatery, T., Jnr. Clerk, Burnley, (68.4); Mertens, L. A., Clerk, Metro. Supt.'s Office, (68); Wicks, W. T., Clerk, Northcote, (65.2); Phillips, B., Clerk, Sp. St., (64.8).

#### **Typewriting.**

Habgood, F. I., Jnr. Clerk, Train Running Room, Sp. St., (50 words per minute); Keirath, R. C., Jnr. Clerk, D.S.'s Office, Seymour, (45); Luke, W. J., Lad Lab., D.E.'s Office, Bendigo, (45); Trevelyan, C. W., Jnr. Clerk, D.E.'s Office, Bendigo, (30); Edgar, C., Clerk, Trans. Bch., Geelong, (30); Boothy, R. H., Jnr. Clerk, Head Office, R.S. Bch., (30); Don, G., Jnr. Clerk, Newport, Workshops, (30); O'Meara, V., Jnr. Clerk, Richmond, (30); Hernan, H. D., Jnr. Clerk, Head Office, R.S. Bch., (30); Landy, T. V., Jnr. Clerk, D.E.'s Office, N. Melb., (30); Scott, I. M. (Miss), Waitress, Flinders St., (25); Robertson, S. (Miss), Tabulating Machinist, Head Office A/c, (25); Fairfowl, A. M., Jnr. Clerk, Elec. Engineer's Bch., (25); Watkin, R. D., Jnr. Clerk, Melb. Goods, (20); Bourke, J. A., Jnr. Clerk, Trans. Bch., Seymour, (20); Williams, L. A., Jnr. Clerk, D.S.'s Office, Geelong, (20); Anthony, J. E., Jnr. Clerk, Loco. Depot, North Melb., (20); Baker, J. C., Jnr. Clerk, Melb. Goods, (20); Kennedy, J. J., Lad Lab., W. and W., N. Melb., (20); Riley, T. M., Jnr. Clerk, Trans. Bch., East Camberwell, (20); Cameron, M. (Miss), Waitress, Refreshment Services, (20); Thomson, V., Lad Lab., W. and W. Bch., Ballarat, (20).

#### **Westinghouse Brake (Junior).**

Goodman, A. R., App. Iron Machinist, Newport, (90); De Graaf, T., Cleaner, Ballarat East, (87); Cody, E. J., Cleaner, Wonthaggi, (73); Kellam, J. W., App. F. and T., Newport, (71).

#### **Westinghouse Brake (Senior).**

James, R. E., Fireman, Ararat, (89); McQueen, T., Fireman, Colac, (88); Bruce, J. R., Fireman, Geelong, (87); Jennings, A. G., Fireman, Maryborough, (86); Solomon, A. G., Crane Driver, Workshops, Newport, (81); Lambden, A. R., Fireman, Seymour, (80); Collins, F. M., Fireman, Geelong, (79); Green, F. A., Fireman, Maryborough, (77); Middleton, A. T., App. F. and T., Workshops, Newport, (77); Croft, John, Fireman, Bendigo, (77); Cancy, J., Fireman, Bendigo, (76); Maddler, H. C., Fireman, Ballarat East, (76); Desmond, F. E., Fireman, Geelong, (74); Richardson, P. H., Fitter, Geelong, (73); O'Neill, J., Fireman, Ballarat East, (72); Davies, C. R., Fireman, Bendigo, (70); Kemmis, C. G., Fireman, Colac, (70); Dellar, W., Fireman, Maryborough, (70); Pollard, C. E., Fireman, Seymour, (69); Mitchell, E. L., Fireman, Colac, (67); Rands, A., Fireman, Ballarat East, (67); Sutherland, J., Fireman, Bendigo, (66); Jones, W. G., Fitter, Workshops, Bendigo, (66); Thomson, R., Driver, Wonthaggi, (65).





*Our Page for Womenfolk has now been taken over by Penelope, an expert housewife, in the service of the Victorian Railways. Penelope will be pleased to answer any query of feminine interest. Address letters to Room 6, Railways Institute, Flinders Street, Melbourne.*

AS summer advances we are again faced with the problem of dress. Whilst up-to-date dress is not essential to our well-being, we must admit it claims a good deal of our thought.

If we do not follow fashion, at least to a moderate degree, we soon begin to feel odd, and do not hold our heads quite as high as our better-dressed fellow beings.

To be reasonably smart one need not necessarily have a large income, as in many cases it is not the girl who spends the most on dress who has the best appearance. I think there has never been a time when so many girls make their own dresses. If you are contemplating a holiday, you can have quite an extensive wardrobe at little expense, as materials may be purchased at a moderate cost and made up in a most attractive manner.

I have found from experience that a very good plan is to secure a reliable pattern at the beginning of the season. It can be used again and again for light and dark frocks, varying it each time by different finishings. Whatever the prevailing fashion happens to be, you can always make your frock a little different from anyone else's by inserting small tucks at the shoulders, round the sleeves, or

about the skirt; on another perhaps a little hand or machine done hemstitching, and so on.

Frocks have never been more simple than at present, so simple, in fact, is the construction of smart little every-day or holiday frocks that no one need be deterred from making them up. They are very much of a pattern, and it is by the little finishing touches that they achieve their individuality, and are free from that "home-made" look which we home dressmakers so dislike to see on completion of our task.

An important point for the home dressmaker to remember is to always press the seams as you stitch them; don't wait until the dress is completed, as you will never make it look the thorough piece of work you are so anxious for it to be.

Fashion has decreed at the present time that if we desire to be smart we must either have our sleeves cut full length or have them very short.

Never were materials more beautiful, pride of place being given to georgette and satin for evening wear, whilst marocain, in its many grades of silk, wool and cotton, in plain and patterned variety, is used for all kinds of frocks.

## To Make a Sunshade

PRETTILY colored sunshades are very much used at present, and can be very easily made of Oriental silk, sateen or cretonne.

Probably you have an old frame which could be utilised. First remove the old cover, and cut an exact pattern on paper of one section of it. How much material is necessary depends, of course, on the width of the material used. The selvedge or hem edge is not curved, as may appear from the old pattern, the curved appearance being caused through the seams having been stretched tightly over the frame.

Having cut the necessary number of pieces, tack them together and stitch. If you have not all selvedge edges on the outside make a tiny hem.

When sewing the new cover on, keep the frame half closed. You must first catch the cover firmly at the ferrule end, then stretch, and sew the seams to the end of each bow. Catch each seam twice along the rib to keep in place.

There is nothing more pleasing than a successfully home-covered umbrella.

## Recipes tested and recommended by the wives, sisters, and friends of Victorian railway employees

### Bread, Short.

1 lb. flour. ¼ lb. castor sugar.  
½ lb. butter.

Method.—Rub ingredients together until as fine as oatmeal, then work together into one piece without adding moisture. Roll out, nip pattern all round with thumb and finger, cut into strips, separate and nip pattern up sides of strips, cut slantwise into blocks. Put three pricks in each piece with a fork. Bake in a very slow oven for half an hour.

### Cake, Fruit (Excellent).

1 lb. plain flour. ¼ lb. currants.  
¼ lb. scone flour. 2 oz. lemon peel.  
¼ lb. butter. 6 eggs.  
¼ lb. sugar. 1 teaspoon salt.  
¼ lb. sultanas. A little milk.

Method.—Beat whites and yolks separately for 20 minutes. Butter and sugar to a cream, add eggs to butter and sugar. Mix fruit with flour and add, mixing the whole. Make it just soft enough to fall from the spoon not too quickly. Bake three hours in a slow oven.

A basin of cold water placed in an oven will soon lower the temperature.

## VICTORIAN RAILWAYS INSTITUTE

**SOCIAL DIVISION**

## MELBOURNE CENTRE—1926

CLASSES commence 1st FEBRUARY, and are open to FINANCIAL MEMBERS of the INSTITUTE and their FAMILIES.

## TERMS:

Instructional Work is divided into Four Terms of TEN WEEKS each, as follows:—

1st TERM . . . . . 1st FEBRUARY to 10th APRIL  
2nd TERM . . . . . 19th APRIL to 26th JUNE  
3rd TERM . . . . . 5th JULY to 11th SEPTEMBER  
4th TERM . . . . . 20th SEPTEMBER to 27th NOVEMBER

Students on entering Classes at commencement of each Term must present their official receipt to the Instructor for registration purposes.

Tuition Fees must be paid in advance at the General Secretary's Office.

Employes of the Department receiving instruction or attending Society rehearsals may obtain a Free Card Pass available from the station (home) to Flinders Street and return.

**SYLLABUS OF CLASSES:****Dramatic Art, Elocution and Public Speaking**

MONDAY

WEDNESDAY

FRIDAY

Tuition in Class—Twelve and Sixpence per Term.  
Individual Tuition—Twenty-five Shillings per Term.

Instructress: MISS WINIFRED MOVERLEY. Assistant: MISS ADELINE STRAIN

**Pianoforte**

MONDAY

WEDNESDAY

SATURDAY

Tuition in Class—Twelve and Sixpence per Term.  
Individual Tuition—Twenty-five Shillings per Term.

Instructor: MR. REG. W. BROWN, Royal College of Music, London.

**Orchestral Stringed Instruments—Violin, Bass, 'Cello, Viola**

TUESDAY

THURSDAY

SATURDAY

Violin Tuition in Class—Twelve and Sixpence per Term.  
Individual Tuition—Twenty-five Shillings per Term.  
Other Instruments—Twenty-five Shillings per Term.  
Ensemble Class—Twelve and Sixpence per Term.

Instructress: MRS. AGNES SMYTHE

**Singing, Voice Production**

TUESDAY

THURSDAY

FRIDAY

Tuition in Class—Twelve and Sixpence per Term.  
Individual Tuition—Twenty-five Shillings per Term.

Instructors: MR. GREGOR WOOD and MADAME GREGOR WOOD

**Woodwind Instruments, Brass Instruments**

Tuition—Twenty-five Shillings per Term.

Instructors: MR. ALEX. WALLACE and MR. A. BELCHER

A. GALBRAITH, General Secretary.



Nothing pleased Uncle Ben more than to see in the January issue of the Magazine the pictures of such a lot of happy railway children at the Flinders and Spencer Street Stations Staffs' picnic at Mordialloc.

If the children under 10 years of age who were in the main group will write to Uncle Ben he will be pleased to send them one of the original photographs.

Tell Uncle Ben in your letter how you spent your holidays, how old you are, and any other interesting items.

Letters must reach Uncle Ben before February 15.

### Hidden Names Competition

HERE are a few names of leading stations in Victoria which my young readers may be able to find hidden among the jumbled letters.

The names are not hard to discover. For instance, you will soon find out that the first collection of letters, when re-arranged, gives the word Bendigo.

Correct solutions will be published in the next issue of the Magazine, together with the names of the children who have guessed them correctly.

Here are the hidden names:—

- |              |               |
|--------------|---------------|
| 1. Digenbo.  | 5. Ruomyes.   |
| 2. Gengelo.  | 6. Neongnadd. |
| 3. Talaralb. | 7. Roubcg.    |
| 4. Hrapnar.  | 8. Ihodremn.  |

Address your solutions to Uncle Ben, Room 6, Railways Institute, Flinders Street, Melbourne. If letters are handed to station masters they will be carried free over the Victorian Railways.

### Children Can Make Stuffed Dates

The Juniors are going to make a confection to serve after dinner. First we see that our hands and finger nails are very clean. Then we take a package of dates. With a silver knife we make a cut the entire length of the dates and remove the stones. Next we take some English walnuts and fill the cavity in each date with a walnut meat, and press the date into its original form. Now we roll the dates in a plate of granulated sugar. Then we take a small plate, cover it with a lace paper d'oyley, and pile the dates in a row on the plate. My, but they look good! These are Stuffed Dates.

### Baby Brother

My baby brother is quite small,  
I must not ever let him fall,  
So when we walk at suppertime  
His hand I tightly hold in mine!  
I must be careful as can be,  
I'm five years old and he's just three.

### Welcome Visitor

How the children love the day  
Auntie Bessie comes to stay,  
All the pretty things she brings,  
All the jolly songs she sings,  
Bedtime finds the little rogues  
Clinging to her frock—

Come along,  
Sing a song,  
Never mind the clock!



Edna Reeves, aged 9 years, of 33 Halstead-street, Caulfield, sends in this unique sketch as an illustration of Safety First.

## VICTORIAN RAILWAYS INSTITUTE

## GYMNASIUM

Open to all Members of the Institute  
their Sons and Brothers

Physical Culture, Gymnastics  
Boxing and Wrestling

Taught by Expert Teachers at the lowest rates  
for tuition within the State

PHYSICAL CULTURE	} Instructor in Charge	} Mr. W. MEESKE
GYMNASICS		
AND	} Assist. Instructors	} Mr. B. POTTS Mr. G. S. CORKHILL Mr. C. ANGELO
WRESTLING		
BOXING	- Instructor in Charge	- Mr. L. COPELAND
„	- Assistant Instructor	- Mr. E. NEWTON

## CLASS TERMS :

FIRST TERM—11th JAN. to 2nd APRIL  
SECOND TERM—5th APRIL to 25th JUNE  
THIRD TERM—28th JUNE to 17th SEPT.  
FOURTH TERM—20th SEPT. to 10th SEPT.

All Fees for Gymnasium Instruction & Accommodation  
must be Paid in Advance

☐ Bathing and Locker Equipment, the most Up-to-date in Victoria

Full Particulars of fees and instructions may be obtained at the General Secretary's Office,  
and also from the steward in charge of the Gymnasium, Mr. L. Copeland

A. GALBRAITH - GENERAL SECRETARY

## *Australia's Trans-continental Railway—(Continued from page 19)*

is the Commonwealth area where are located the administrative offices and workshops of the Commonwealth Railways. Here all the rolling stock, with the exception of locomotives, is manufactured, about 200 men being employed.

The authorities are keen on the employees' welfare, and here at Port Augusta they have a technical school, bowling green, tennis courts, recreation hall and a club house. A welfare officer is continually travelling along the railway, keeping in touch with employes and ensuring that they are contented.

"I was particularly impressed with the way in which the Commonwealth Railway property is kept," Mr. Shannon said. "The railwaymen on the Commonwealth line are evidently imbued with the same spirit as we in Victoria, because their stations and buildings are everywhere neatly kept and arranged. The departmental residences are a credit to the staff."

### Long Engine Runs

The locomotive runs on the through passenger trains are as follows:—Port Augusta, 257 miles; Tarcoola to Cook, 256 miles; Cook to Rawlinna, 303 miles; Rawlinna to Kalgoorlie, 235 miles. Locomotives working on passenger trains leaving Port Augusta are, by a cycle system, run to Kalgoorlie before being returned to Port Augusta.

There is a large amount of traffic other than passengers on the transcontinental line, and at Kalgoorlie Mr. Shannon saw a special livestock train carrying about 4000 sheep. Quite a number of "through" livestock trains are now run between Port Augusta and Kalgoorlie without spelling the stock. The journey is covered in about 50 hours.

On the return journey from Kalgoorlie Mr. Bell's inspection car was detached from the "Tea and Sugar Train" and attached to an empty livestock special, which made good time during the day and enabled Mr. Bell and his party to inspect various important railway points along the way. The train remained at wayside stations during the night.

### Across the Treeless Plain

From Zanthus to Oldea the route traverses the Treeless (or Nullabor) Plain of approximately 420 miles. This plain has no timber, and there are no heavy gradients over the full 420 miles. For more than 300 miles of this section there is no curve, and it is regarded as the longest "straight" in the world.

Stations are far apart, as much as 86 miles being between some of them. Of course, there is not much settlement, and most of the stations have been established for purely railway purposes.

One of the problems with which the Commonwealth railway authorities have to contend is the provision of good water for the locomotives. Arrangements have to be made whereby trains take water at selected points, the water having previously been delivered there by special trains.

Fifty-two miles from Port Augusta a

reservoir called the Bookaloo Dam has been established, with a capacity of more than 6,000,000 gallons. It has been entirely roofed over to prevent evaporation. Before the roofing was provided the evaporation was very great, but this has now been reduced to a minimum. There are nine other reservoirs along the line, some with a capacity up to 8,000,000 gallons.

Intending travellers on this line need not fear monotony or lack of incident. Mr. Shannon saw kangaroos, including several "old men" kangaroos of immense height. There were also wild turkeys, and on one occasion the train passed an emu with six emu chicks.

One thing which impressed Mr. Shannon was the apparent contentment of workmen and their families scattered along this long stretch of line. The days are hot, but the people declared that it would be all right at night "when the doctor came." The "doctor" was the south wind, which came up from the coast.

Seven schools are provided at the principal centres, where more than 14 children are concentrated. The Commonwealth authorities provide the school buildings, and the State Governments concerned provide the teachers. A system of teaching by correspondence is arranged for children where schools are not provided.

### Country Like the Mallee

Discussing the country, Mr. Shannon says that for about 100 miles from Port Augusta towards Western Australia it is very much like our Mallee country, but with not so good a rainfall. The country is again similar to the Mallee at the West Australian end. There are sheep stations at the South Australian end, some of them many thousands of square miles in area. Settlement for pastoral purposes is gradually developing.

On return to Port Augusta, Mr. Shannon accompanied Mr. Bell on a visit to Iron Knob, which is controlled by the Broken Hill Proprietary. This company has a railway on the 3ft. 6in. gauge running from Iron Knob to Whyalla, on the coast, whence ores are shipped. On this line engines of a tractive power of 39,000lb. are used—greater than the tractive power of the Victorian Railways' "C" class locomotive, which has 36,138lb. tractive power. Here, also, the Broken Hill Proprietary has had trouble with water, and has found that the cheapest way to obtain water for locomotive and industrial purposes is to distil sea water.

Mr. Shannon declares that his trip was most interesting and instructive, and gave him a wider conception of the potentialities of this wonderful continent of Australia. Railwaymen operating the Trans-Australian Railway, the longest stretch of line in Australia, were keen on their job, and were conscious that their line, coming directly, as it did, under the keen observation of overseas and transcontinental travellers, demanded of railwaymen the best of railway service.



## What is the Meaning of a Surrender Book?

A SURRENDER book is one that carries with it a complete atmosphere. It is just as if the author had the power to invent a world of his own, in which there is nothing superfluous, and from which, when you once get into it, you do not want to part. Furthermore, all the outside world has left you; nothing else matters.

A surrender book is one that we are quite content to be let alone with. It is not necessarily an exciting book. . . . It may have that quality, and yet it may not. "The Count of Monte Cristo" is a surrender book; it has its imperfections, but it qualifies. And also, in my experience, so does James Ford Rhodes's history of the United States. Mr. Rhodes first got together the materials to make his world, then he assimilated them, and after that, by the peculiar power I have referred to, he created his illusion. When you step into the first volume, you are living over again, with him, the history of that country. He has made an atmosphere for you; you are carried along by it, it envelops you completely. You don't care much what happens outside. . . . Now the same thing is true of Jane Austen as of Mr. Rhodes. . . . There is nothing superfluous about Jane Austen. She has the power of making you feel that you were there, moving about, guided by her fairy wand, and not caring to be anywhere else. . . .

I confess that I have often tried to define this surrender quality in such a manner that I would cover it altogether, and have not suc-

ceeded. The best thing I can do is to give examples.

"Vanity Fair," for instance, is not a surrender book; there are parts of it altogether too detached. This does not detract from its glory; only, it doesn't happen to be that kind. For surrender value I should much prefer "The Newcomes," but Thackeray is not a perfect type of a surrender author. Neither, on the whole, is Dickens. He carries you off your feet; he bangs you up against the wall; he certainly absorbs you. . . . But think of Parkman and his stories of conquest and Indians.

If you are a natural born reader, however, you can begin at almost any time to collect surrender books. "Les Miserables" is one of them. This is what Walter Scott might call a big bowwow surrender book. You must lead up to it almost with fasting and prayer; especially in these days, when a snatching of newspaper headings, and a fitful flitting from magazine page to magazine page, weakens one's sense of true literary values. . . .

You say of some books: "It takes him so long to say anything."

But that isn't quite it.

It took Victor Hugo long to say some things, but how well he said them! And while he was saying them you forgot that he was saying anything. You were moving along with him, almost without being aware of it. Think of the flight of Jean Valjean! Has the surrender value of that part ever been equalled?—Thomas L. Masson, in "Bookman Essays."

## Horticultural Notes for February

### Sow These This Month

Cabbage (Class 1), Carrot (Early Horn, Guerande), Cauliflower (Late Eclipse), Cress, Endive, Kohl Rabi, Lettuce (Iceberg, New York, Neapolitan), Mushroom Spawn, Mustard, Potato (Early Manistee, Carman, Scottish Triumph), Radish, Swede (Laing's Garden), Turnip (White Stone, Orange Jelly).

THE foregoing varieties are the best for the month, and where no particular sort is indicated, any good standard variety may be selected for sowing or planting. The month here dealt with refers to districts in close proximity to Melbourne, and due allowance must be made for local conditions in other parts of Australia.

Roses will now require to be pruned or shortened back by cutting away two-thirds of the growths that have flowered. If this is done, and the soil loosened and mulched between them by giving a thorough soaking of water, good results will soon be obtained.

Now is a good time to propagate petunias, both single and double. They are gross feeders, and like plenty of well-decayed manure, well worked into the ground.

Chrysanthemums and dahlias will require to be securely staked and tied, or many of them will come to grief if the weather is at all boisterous.

Now is the time to prepare for a spring display of annuals, and the following should be sown:—Larkspur, clarkia elegans, lupins, wallflowers, daisy, delphinium, dianthus, mysotis, stocks, etc., etc.

### Vegetable Garden

For autumn use, cabbages and cauliflowers may still be planted out. Should the weather become dry, draw drills to the depth of three or four inches, pour water along them, and plant. Not only is this practice an advantage in the first instance, but subsequent waterings are greatly facilitated.

# SUPERANNUATION ACT

To Members of the Australian Mutual Provident Society.

Now that the above Act has been placed on the Statute Book, life assurance policies of Railway Servants at present held under the Compulsory Life Assurance Regulations are released therefrom, and placed at the disposal of the assured, who may deal with such policies at their own discretion.

The following alternatives will be available in the case of each policy, viz.:-

1. The policy may be continued by the policyholder at his own cost and under his own control.
2. Subject to their concurrence, it may be carried on by the Superannuation Board, who will advance the premiums as they become due, and at maturity of the policy deduct from the sum payable the premiums so advanced with 4 per cent. compound interest.
3. Exchange the policy for a fully paid-up assurance under a similar table (free of all future premiums and participating in future bonuses) on the terms stated below. (Minimum £50.)
4. Reduce the sum assured to any amount not less than £50 with a correspondingly reduced premium.
5. Surrender the policy for its present cash value, which will vary according to the age at entry of the assured, the duration of the policy, and the amount of Bonuses which have been allowed to remain attached to it. (A policy less than two years in force has no surrender value.)
6. Borrow on its security up to 90 per cent. of the surrender value. The present rate of interest, subject to prompt payment, is 6 per cent. per annum.

If it is found inconvenient to continue paying the premiums under the existing policy or to make arrangements for its maintenance by the Superannuation Board the Society recommends that it be converted into a fully paid-up policy free of future premiums.

The paid-up policy which will be issued in lieu of a Railway Service policy would be represented by the proportion of the original face value which the premiums already paid bear to the total amount of premiums payable over the whole term to the maturity of the contract by survival of the assured. Thus a policy for £300 effected at age 20, and to become payable at age 60, under which 40 years' premiums in all are to be paid, and which has been 20 years in force, would be entitled to a fully paid-up policy of £150, i.e., 20/40ths or one half of the original sum assured. The bonuses then remaining attached to the original policy would be added to the paid-up policy, and bonuses would continue to be declared on it annually.

## ACTUAL EXAMPLE OF PAID-UP POLICY.

No. 817,671 for £300, payable at age 60 or previous death. Effected 15th December, 1905. Age at entry 20. Annual Premium, £7/3/6. As at 14th December, 1925, it is convertible into a fully paid-up policy, free of all future premiums, and sharing in future bonuses of one half (20 out of 40 premiums having been paid) of the original sum assured of £300, i.e. . . . . . £150 0 0

Bonuses allotted to original policy £124 4 0

Total Paid-up Policy . . . . . £274 4 0

payable at age 60 or previous death.

If you find yourself obliged to surrender your policy you are advised to **APPLY DIRECT** either personally or by letter **TO THE SOCIETY** for any information you may require. All particulars will be supplied free of charge as soon as possible after receipt of the application.

No information can be given to a third party without specific written authority from the member.

The employment of a third party is not necessary, nor is it in the interest of the policyholder.

MELBOURNE OFFICE: 459-463 Collins Street.

## DON'T LET YOUR POLICY GO.

The benefits provided by the State Superannuation Fund are extremely liberal, but they take the shape of annuities.

Annuities are good in their way, but should not be allowed to supersede your life assurance policy, which guarantees a considerable cash payment on your attaining age 60 or your prior death.

The availability of a cash sum in either contingency is of incalculable value. With it a mortgage may be repaid, a house purchased, or immediate and urgent responsibilities provided for.

No other provident investment can satisfactorily take the place of a policy.

Don't surrender your policy altogether. If you cannot see your way to pay both the premiums under the policy and your contributions to the Fund, the Society may be able to quote various options which may meet your requirements.

For your own sake and the sake of your dependents, keep your policy in force and take out further policies if you can.

## ACTUAL RESULTS

of a Policy payable at age 60 or prior death, issued to a

### GOVERNMENT OFFICER.

Policy No. 128,742 for £100 was effected in July, 1887, under the Life Assurance Regulations, the age of the assured being 22 next birthday, and it matured in July, 1925.

The amount paid at maturity was £189/2/- made up as follows:-

Original Sum Assured . . . . .	£100 0 0
Bonus Additions . . . . .	89 2 0
<b>Total . . . . .</b>	<b>£189 2 0</b>
<b>Total Premiums paid by Member</b>	<b>92 15 8</b>

Amount paid by A.M.P. Society in excess of Premiums received . . . . . £96 6 4

It will be observed that—

The Reversionary Bonus Additions are only £3/13/8 less than all the premiums paid.

The Policyholder has been assured since the issue of the Policy for an amount ranging from £100 to £189/2/-, and at maturity he received more than £2 for every £1 paid to the Society.

This example illustrates what has been done in the past. The record of the past is the best promise of the future, but it is not guaranteed that similar results will be repeated. Future bonuses must necessarily depend on future conditions.

## NO OTHER OFFICE CAN SHOW RESULTS EQUAL TO THESE.

F. T. BRIDGES, Manager.



# *Runwell Cycles*

ABOVE ALL  
FOR RAILWAYMEN

A reliable Cycle is indispensable to the  
Railwayman employed on "Shifts"

Built to order from ...  
**£8 10/-**

**RUNWELL CYCLES** are noted for Perfect  
Dependability at all times

---

PARTICULARS POSTED WITH PLEASURE ∴ EASY TERMS ARRANGED

---

FRANK FINDLAY, 483 Chapel Street, South Yarra



## Young Victorians Abroad

(Continued from page 25)

company has already had three or four young men from Victoria, and their immediate superiors spoke very highly of their work in every case.

"We will be very glad to take two of your young men in our service for a year at a time to give them a working knowledge of our practices," says Mr. W. Sproule, President of the Southern Pacific Company, U.S.A. "The young men who have already come to us from your railways have been energetic, willing, and quick to learn, and it will be a pleasure to have other men of the same type."

Mr. C. H. Markham, President of the Illinois Central Railroad Company, U.S.A., says that it is a pleasure for his company to co-operate with the Victorian Railways Commissioners in the plan for allowing employes of the Victorian Railways an opportunity to become familiar with American methods of railway operation. His company will provide employment for those who may be selected to visit America.

The Pennsylvania Railroad system has been the latest to agree to take two young men from Victoria. The President (Mr. W. W. Atterbury) says that if engineers are selected they will be placed in one of the division engineering corps, where they will gain considerable knowledge of engineering problems on American railroads. If transportation men are selected, they will be placed where they will get a considerable insight into the transportation methods of the Pennsylvania Company.

All these companies are leaders either in the construction of railway vehicles or accessories or in the provision of high-class transportation service. It is indeed an honour for Victorian railwaymen to be given an opportunity to work with them and study modern methods under their guidance. Each company is a specialist in some activity of transportation service and the man selected for duty with them will be afforded wonderful opportunities for acquiring knowledge and that other very valuable asset—experience.

## Radio on Farming Train

(Continued from page 11)

by distinguished Interstate and overseas visitors.

Dr. Robertson then took listeners-in on a tour through the cars, and explained briefly the lessons to be learnt from the exhibits. En route lecturettes were delivered on their particular subjects by the officers-in-charge:—Messrs. Davey (fruit and fruit parasites), Ramsay (potatoes), Jessup (top dressing of pastures), Rugg (poultry), Kerr and Gill (stock on the train), Baker (the grade cow), and Bowman (wool and sheep).

In the afternoon the ladies' demonstrations were broadcast, short addresses being delivered by Miss M. Cader (needlework), Mrs. M. Melville (cookery), and Sister M. Peck (child welfare).

.....  
Mr. R. Tonkin,  
Goods Clerk, Box  
Hill, who was re-  
cently successful in  
passing the exami-  
nation for a Licen-  
sed Shorthand  
Writer.  
.....



.....  
**CRICKET.**—The Ouyen Railway Cricket Team paid a visit to Galah, and met the local team, defeating it by 40 runs. Although the day was rather warm—103deg. in the shade—a very enjoyable time was spent. The scores were: Railways 86, Galah 46. The batting of Gardner (25), Brodie 18 n.o.), and Evans (19) was a treat to watch, and the bowling was carried out by Gardner (4 for 9), Twist (5 for 18), and Brodie (1 for 17).—E. Eastham, Hon. Sec.  
.....

.....  
Readers will remember Mr. Henry James, late Special Officer of the Rolling Stock Branch, who retired from the Department on August 26, 1919, and settled in Smithton, Tasmania.

His many friends in Victoria will regret to learn that he has been seriously ill in Launceston private hospital for some months, but we are pleased to announce that he returned to his home some weeks ago, and is now well on the road to recovery.

## Answers to Correspondents

.....  
**C. McAlister.**—Details of the Pacific type locomotive are not yet available, but as soon as they are decided upon they will be published in the Magazine.

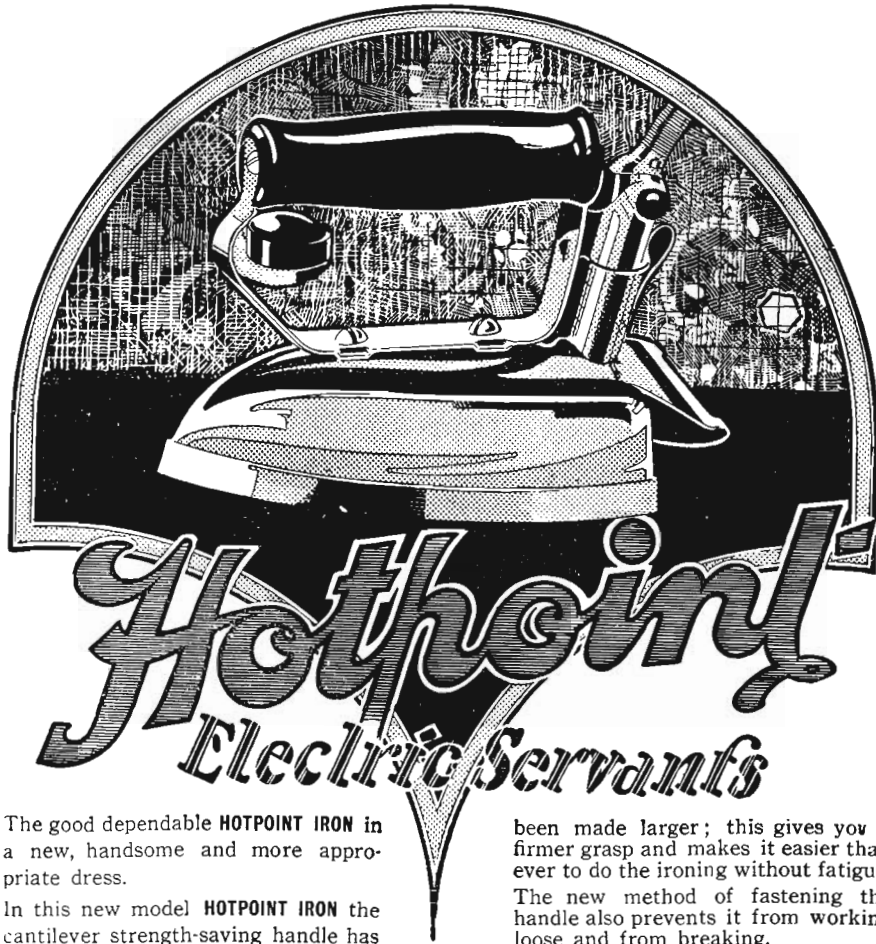
**A.J.J.**—Many thanks; will use.

**J.C.**—Received; will use citrus fruit photo. poster next issue.

**A Friend and Reader.**—Your suggestion will be borne in mind.  
.....

.....  
**T**HE enactment of the measure establishing the Public Service Superannuation Fund practically closes the relationship of your Department with this society as one of the life assurance offices approved in terms of the regulations gazetted under the Act of 1884.

Throughout a period of more than 40 years the society has issued about 25,000 policies on the lives of railway servants, of which about 17,000 now remain on its books. The transaction of a large volume of business of this nature in its numerous and varied phases has necessarily involved almost constant association with the particular branch of your department dealing therewith, and I think it only right to express to you the society's cordial appreciation of the unvarying courtesy which has been extended to it at all times and under all circumstances by all your officers without exception with whom it has been brought in contact from time to time.—(Sgd.) **F. T. Bridges,** Manager, Australian Mutual Provident Society.

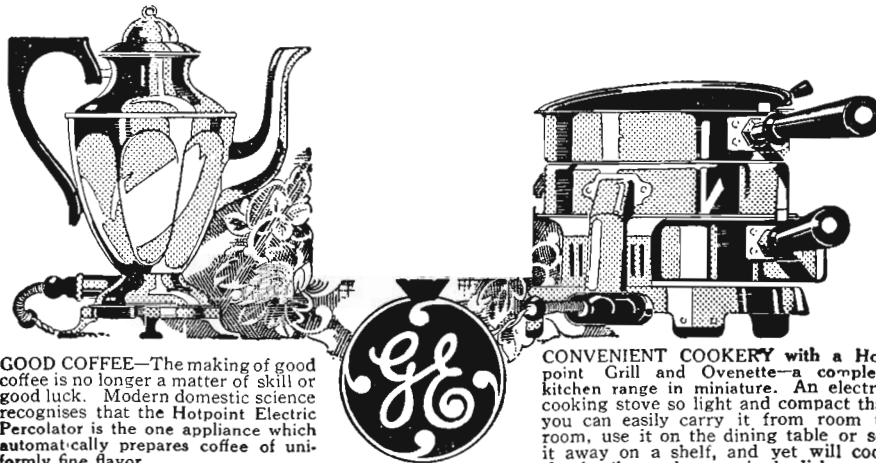


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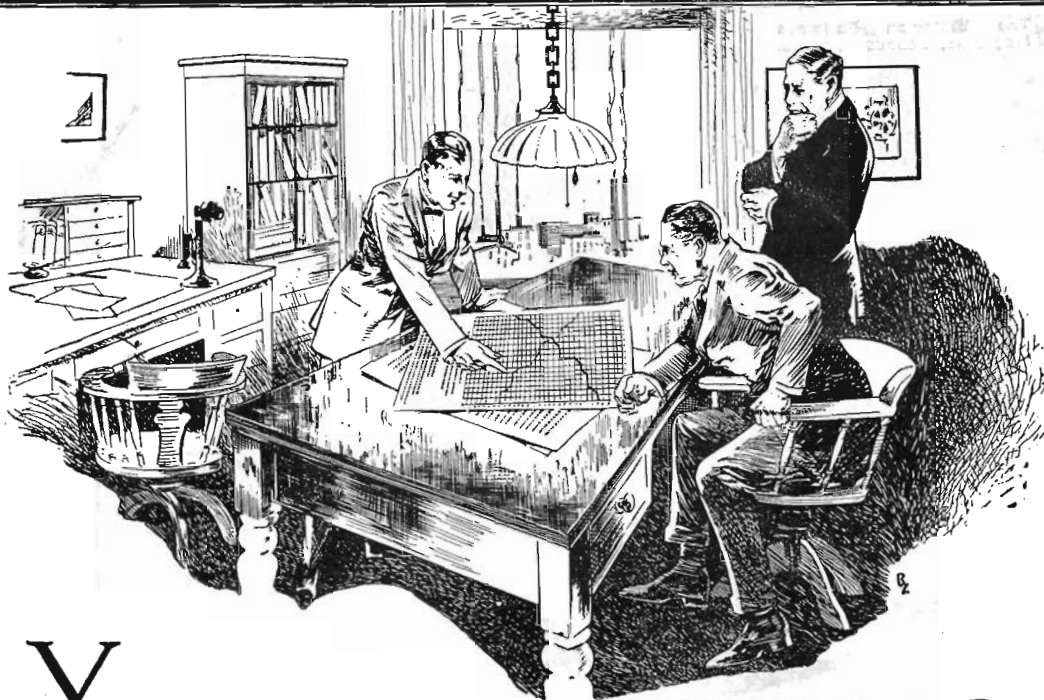


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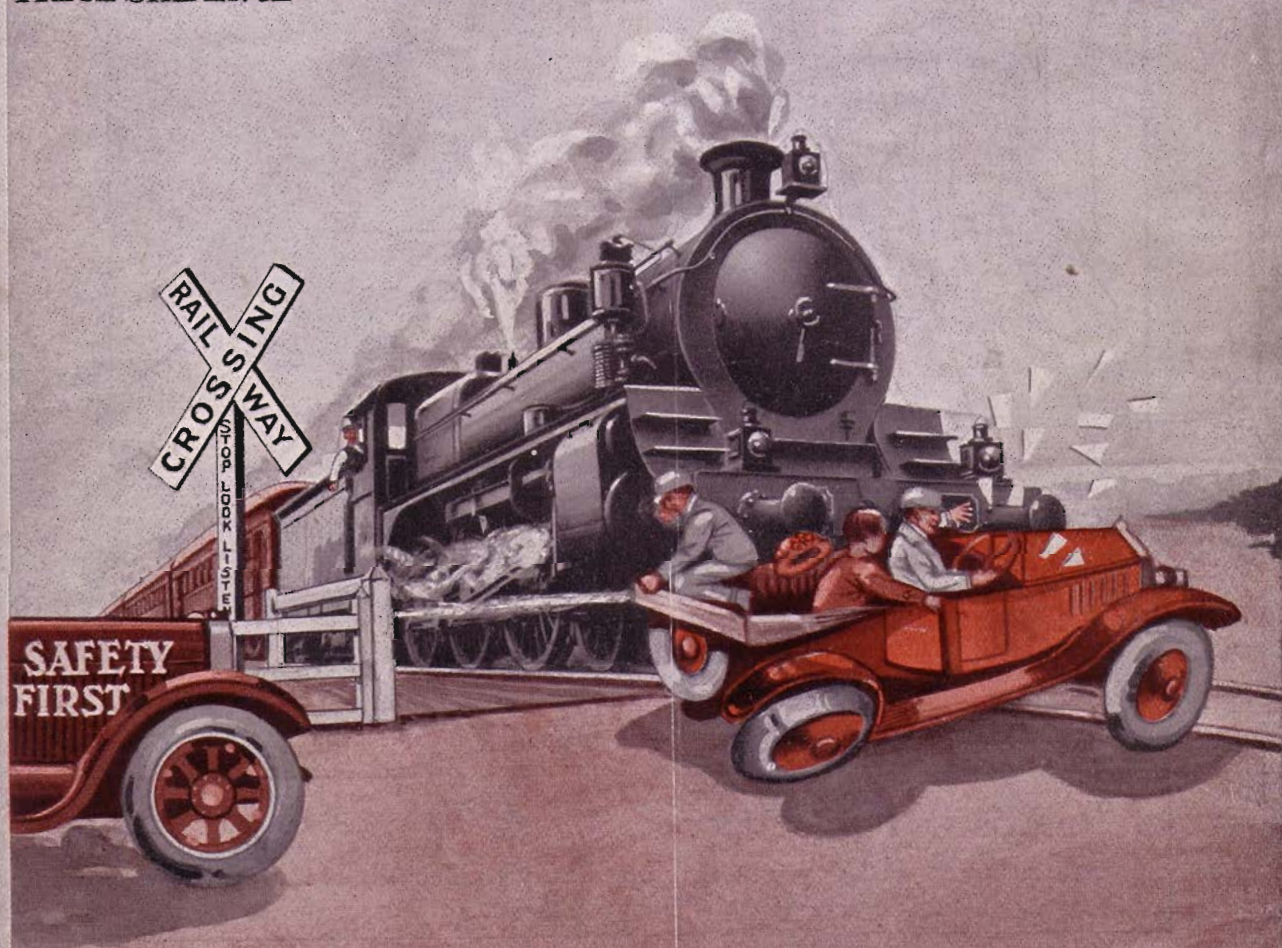
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# THE VICTORIAN RAILWAYS MAGAZINE

*VOL. 3. NO. 3.  
PRICE SIXPENCE*

*MARCH  
1926.*

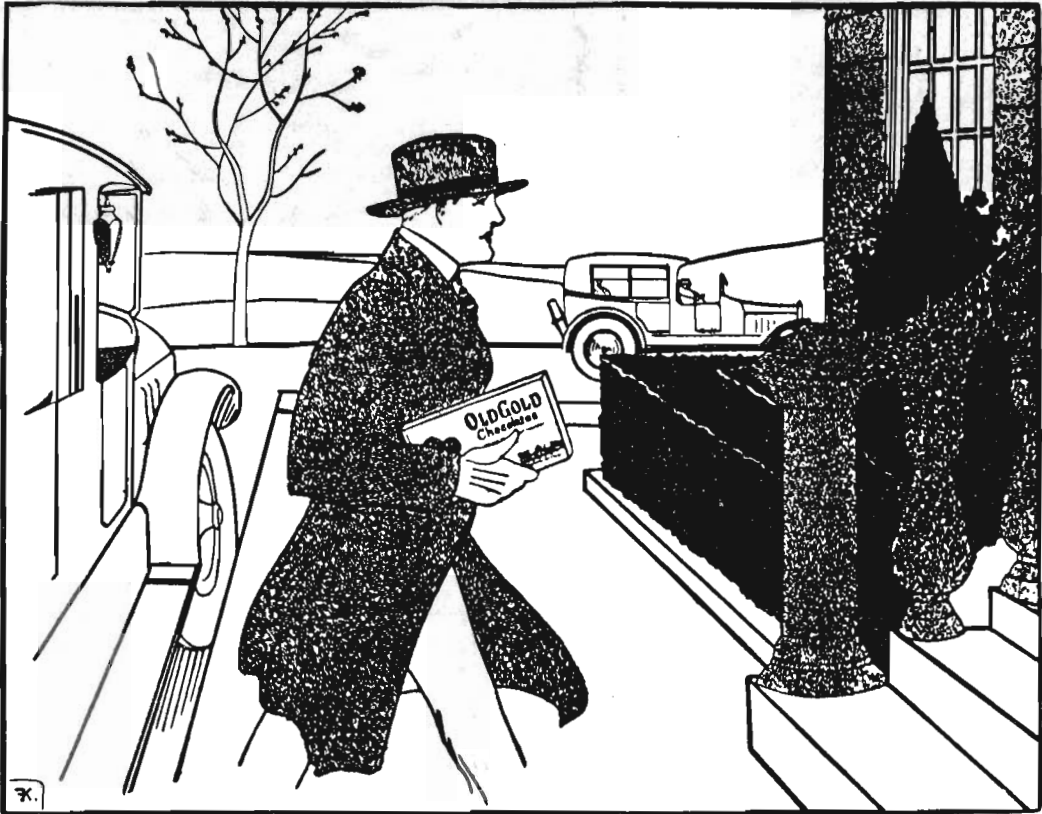


*Look Both Ways - and Live  
(See Page 9)*

*N. Longden*

Maryborough—A Big Railway Centre ; Ned Kelly's Capture, told by a Railwayman ; Bush Fires Affect the Railways ; An Active Fruit Campaign ; Agricultural Education in Victoria.

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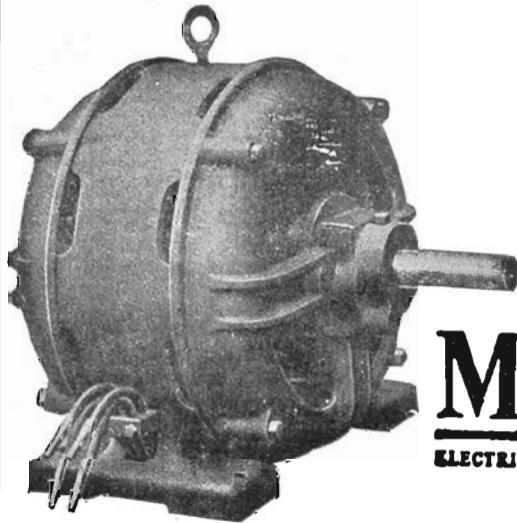
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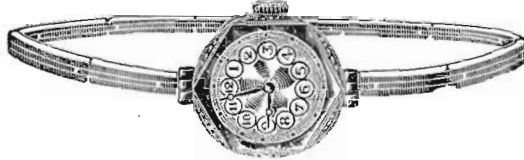
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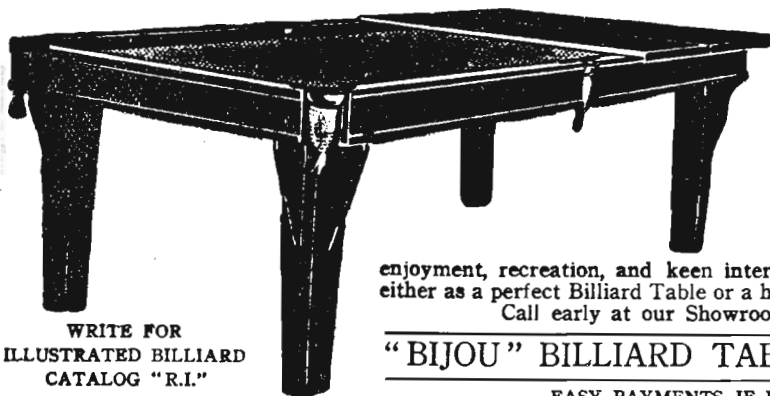
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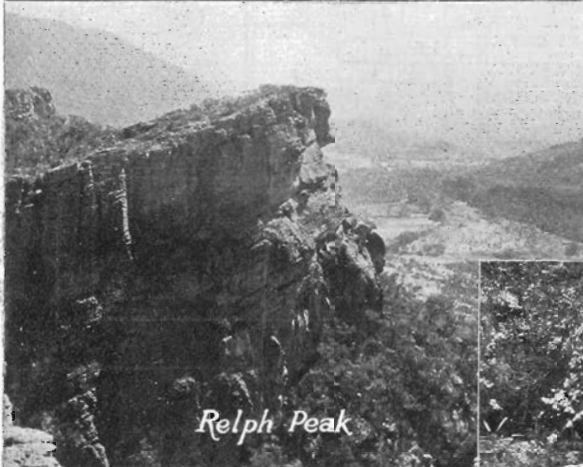




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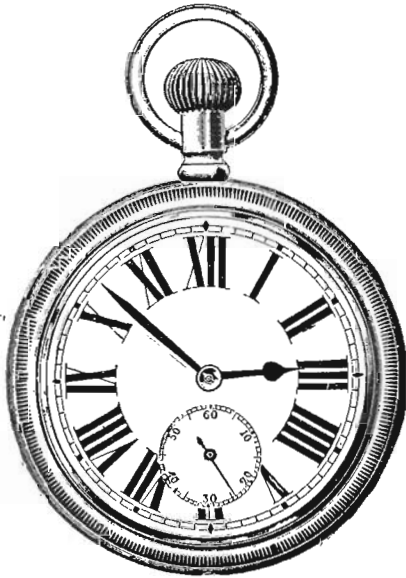
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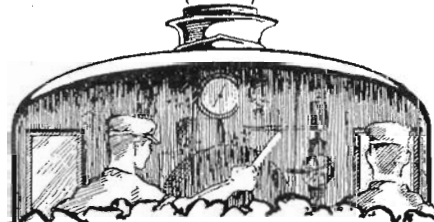
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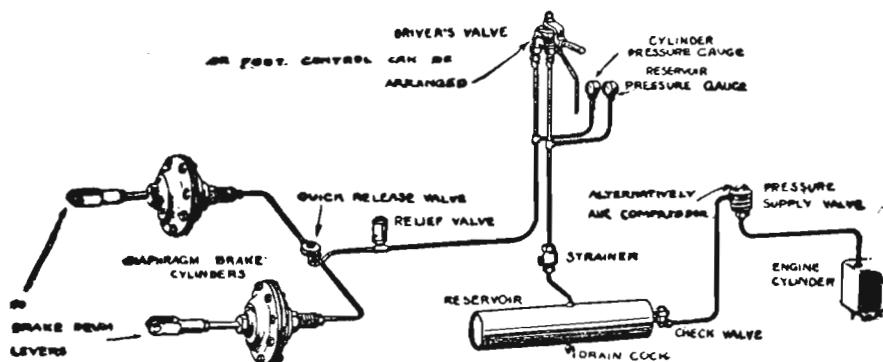


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# The Victorian Railways Magazine

Vol. III.—No. 3. Melbourne, March, 1926 Published Monthly Price: SIXPENCE

## PRINCIPAL CONTENTS FOR MARCH

	PAGE
REALISATION OF DANGER WILL PREVENT CROSSING ACCIDENTS	9
This Year's Crossing Campaign	
BREAKDOWN TRAIN IS ALWAYS READY FOR EMERGENCIES	10
Victoria has Six Breakdown Trains standing By	
BUSH FIRES CAUSED ANXIETY TO VICTORIAN RAILWAYMEN	11
What Happened in the Hills	
THINGS WE ARE TALKING ABOUT	12
Railway Matters of the Moment	
Meal Serving Records—How the Revenue is Spent—Protection for Beauty Spots	
BUSHRANGING DAYS WERE STIRRING TIMES FOR RAILWAYMEN	13
With Photograph of Mr. Dowset holding Ned Kelly's Revolver	
Mr. J. Dowsett's Experiences	
ENGLISH AND VICTORIAN RAILWAY PRACTICES COMPARED	15
By Mr. Arthur Prince	
An Interesting Chat Introducing the Question of Naming Locomotives	
EVERY COUNTRY HAS DIFFERENT METHODS OF TRANSPORTATION	16
By Mr. A. E. Colson, Block and Signal Inspector	
OIL-ELECTRIC ARTICULATED RAILWAY CAR—New Development on Canadian National	17
Car Described and Photograph Accompanying	
Railways	
AMERICA—THE HOME OF BIG THINGS	19
By Mr. W. Thomas, Assistant General Supt.	
RACEHORSE OWNERS CAN DEPEND ON THE RAILWAYS	20
This Article gives Facts and Figures which are not generally known	
AGRICULTURAL EDUCATION IN VICTORIA	23
By Mr. S. C. Jones, Rolling Stock Branch	
Work at Dookie and Longerenong Explained	
MARYBOROUGH—A FINE PLACE TO LIVE, TO WORK, TO PLAY IN	25
District Activities Reviewed	
"HOW I GET THE BUSINESS!"	26
As told by Mr. W. L. Middleton, S.M., Werribee	
Splendid Advice here for the Keen Railwayman	
MAGAZINE TRAIN DESCRIBER INVENTED BY VICTORIAN RAILWAY ENGINEER	27
Details of Mr. E. G. Godfree's Device	
PEACH WEEK WAS A GREAT SUCCESS	29
Railways and Fruitgrowers Pull Together and Dispose of Crop	
RAILWAYMEN'S CAMERAS RECORD HOLIDAY IMPRESSIONS	31
Fine Page of Holiday Snaps	
Prizewinner's Photographs and Others	
MARYBOROUGH HAS FLOURISHING MILL	32
Industries Which Use the Railways	
USE OF ELECTRICITY AS POWER SUPPLY IS INCREASING RAPIDLY	33
Impressions gained by Mr. Colwell while Abroad	
By Mr. H. P. Colwell, C.E.E.	

Articles published in the Victorian Railways Magazine express the views of contributors, and are not to be accepted as coming from the Administration unless specifically stated.

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Articles and reports on matters of interest to employes, short stories and verse, photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor, "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

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## TOPICS OF THE MONTH



### Thrift as an Aid to Happiness

**T**HRIFT—for success and happiness.” This is a good slogan for every railwayman to adopt. To be thrifty, one need not be a miser. Your truly thrifty person is by no means a soured tight-wad. He is happy-hearted because he is freeing himself from the worries that come from threats of financial dependence.

And wise spending is part of the new thrift creed as well as giving to worthy causes.

\* \* \*

Here are ten precepts to encourage thrift:—

1. Work and earn.
2. Make a budget.
3. Record expenditures.
4. Have a bank account.
5. Carry life insurance.
6. Make a will.
7. Own your own home.
8. Pay your bills promptly.
9. Invest in reliable securities.
10. Share with others.

Thrift makes it possible for a person to have wholesome food and shelter, recreation, education, freedom from worry and to have a part in such fine things as giving to worthy causes.

### Confidence is a Priceless Asset

**W**HEN a railway customer complains, do not classify him as being a grouch. He is really trying to be friendly. And the chances are just about ten in ten that his complaint is justified.

\* \* \*

Treat him accordingly, and find out what the real trouble is. Do it promptly and graciously. Then apply a remedy that will satisfy the customer and retain his friendship.

No man complains merely for the fun of complaining. Men are usually too big, and always too busy, to indulge in fault-finding without a reason. Ignore complaints, or treat them ungraciously or indifferently, and you make the biggest business mistake that can be made.

\* \* \*

Remember always, there is something in business that cannot be bought at any price, but it can be destroyed almost instantly by indifference or neglect.

That one thing is Good Will and Confidence. Confidence is a plant of slow growth, and once obtained by any business concern, they have a priceless asset.

# Realisation of Danger will Prevent Crossing Accidents

To bring the dangers of railway crossings forcibly before the public, the Victorian Railways Department will enter upon its annual Cross Crossings Cautiously Campaign this month. By means of poster, placard, pamphlet, and sticker, the message of "Stop, Look, and Listen" will be broadcast.

IT is a mistake to think that railwaymen are indifferent to the effects of accidents at railway crossings. No one in the community is more desirous of eliminating level crossing accidents than the railwayman.

Engine-drivers especially are vitally concerned in this question, and do all in their power to prevent accidents. The unthinking motorist or the motorist who tries to race a train to a crossing is a continual nightmare to the careful engine-driver.

Think of the feelings of the engine crew after an accident. There's is an unenviable position. Perhaps they have done all in their power to prevent mishap, but their efforts have been unavailing. All because the driver of the vehicle did not think. Even where they have been exonerated of all blame, some engine-men and electric motor-men have never been the same after a crossing smash. Some have even had to be relieved of duty on the footplate or driver's cabin altogether, and employed elsewhere.

So that it will be seen that the trainmen are entitled to some consideration. In their own interests, they exercise every possible care.

It may be safely asserted, therefore, that most of the accidents at level crossings are due to carelessness or thoughtlessness.

## Familiarity Breeds Contempt.

It is a fact that habitual use of a crossing leads the motorist or the pedestrian to a state of familiarity with the crossing, which causes thoughtlessness. In level crossing accidents all over the world victims have alleged that the approaching train did not whistle, whereas conclusive evidence was produced from other quarters to prove that the engine did whistle. The fact was that the victim of the accident had used that crossing so often, and had heard the engine whistle so many times, that he had ceased to notice it. It is like the man who sets the alarm for a stated time every morning, but by repeated inattention to it he eventually sleeps on without hearing it at all.

Stop, look, listen is a warning which was not thought of and painted at every level crossings without a purpose. Pedestrians and drivers of vehicles, for their own safety, must look upon this as a solemn warning to themselves and stop, look and listen before they attempt to cross.

A motorist thinks nothing of stopping his car to light his pipe or cigarette. What are a few moments when more is at stake? Example travels, and each motorist should exercise the proper care. He thus helps to build up a national habit of caution at railway level crossings, and is doing his part to prevent accidents.

Very naturally the Railways Commissioners are keenly interested in the matter of level crossing accidents, and they have been carefully examining an aspect of the position to which, perhaps, many have not given much attention.

They have followed on the lines pioneered by the "Safety First" organisation in U.S.A., and have had observations made of the manner in which drivers of motor cars, cycles and horse-drawn vehicles approach and cross level crossings.

On Saturday, August 8, 1925, observers took up positions at the undermentioned crossings, and made a careful check, with the following results:—

LOCATION.	Driver did not look either ways before crossing.	Driver looked one way only before crossing.	Driver looked both ways before crossing.
<b>Number of Vehicles Which Slowed Down.</b>			
Nepean Road Gates, ¾ Mile "Up" end of Mornington	55	59	36
Geelong Road Gates, 2¼ Miles "Up" side of Werribee	50	12	18
Cranbourne Road Gates, 1¼ Miles "Down" side of Dandenong	76	66	60
Total	181	137	114
<b>Number of Vehicles Which Did Not Slow Down.</b>			
Nepean Road Gates, ¾ Mile "Up" end of Mornington	27	49	130
Geelong Road Gates, 2¼ Miles "Up" side of Werribee	168	146	269
Cranbourne Road Gates, 1¼ Miles "Down" side of Dandenong	24	18	58
Total	219	213	457
Grand Total	400	350	571

From this it will be seen that out of a total of 1321 drivers, 921 (who did not trouble to look both ways before crossing) were potential destroyers of lives and happiness. And this was at only three crossings on one day. There are hundreds of railway crossings throughout the State, and there must be thousands of drivers of vehicles every day in the year who, through their carelessness, jeopardise their own lives, the lives of those travelling with them, the lives of train crews and passengers by trains, the happiness of numberless homes, and the safety of property.

There is no need for a single level crossing accident. Every driver of a motor car or other vehicle can secure perfect safety at railway level crossings by doing the simplest of simple things—by keeping his car or cycle or other conveyance well under control, and by taking a second or two to look both ways before crossing.

# The Breakdown Train is Always Ready for Emergencies

Victoria's railway service has the distinction of being one of the safest in the world, but, although accidents are as rare as kangaroos in Collins Street, the Department's preparations for the worst are of such an elaborate nature that if ever word was received at any time of a big smash, a breakdown train, comprising four vehicles and a hospital car, and containing the thousand and one articles of equipment which might be required, could leave the depot inside 15 minutes, accompanied by a 30-ton wrecking crane, if necessary.

**D**OCKED in an inconspicuous position near the big North Melbourne Loco. Depot are four ordinary-looking railway vehicles—two vans, a YH carriage, and a big 40-ton OO.

Of all the trucks and rolling stock in the neighbourhood it is probable that these are the four which could least be spared, for they comprise the depot's breakdown train, and are constantly held in readiness to render assistance in the event of a train accident, be it just a single truck derailment or a head-on collision—a very rare occurrence.

The four vehicles contain all the equipment necessary to clean up the scene of an accident, assist a skittish or eccentric engine back on to the rails, or restore a groggy truck to its wheels. Every conceivable type of accessory likely to be of use at an accident, from 30-ton hydraulic jacks to lamp wicks, and from detonators to tinned bully beef for the breakdown gang, finds a resting place under one or other of these four roofs.

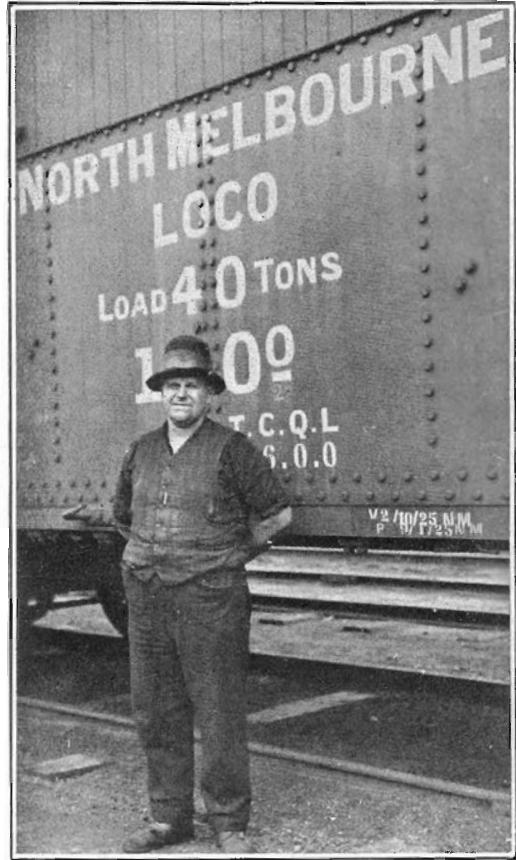
Despite a noticeable absence of the usual three brass balls, the immense OO truck presents the appearance of a well-arranged secondhand emporium.

## Enormous Wire Hawasers

Ratchet and hydraulic jacks are placed neatly in one corner, huge coils of rope as thick as a man's leg support a couple of extension ladders, chains, draw hooks, draw bars, and block and tackle repose peacefully opposite, buckets swing from the roof, pinch bars and saws hang on the walls, and overhead are suspended some enormous wire hawsers, one of which is capable of standing a strain of 96 tons.

Labelled racks bear a heterogeneous collection of spare parts, axes, spanners, lamps, a road level, telescopic wheel gauge, marling spikes, and other weird-looking appliances which, to the untrained eye, convey a confused impression of old junk and scrap iron. Some of the labels are in keeping with the peculiar appearance of the appliances, there being punches, germans, scotches, jack parts and toggles.

A supply of crossings, points, and rails is also carried, so that if a derailed engine has smashed up the road an entirely new set of rails can be laid down to coax it back once more on to the straight and narrow path, as well as provide a temporary single line so that

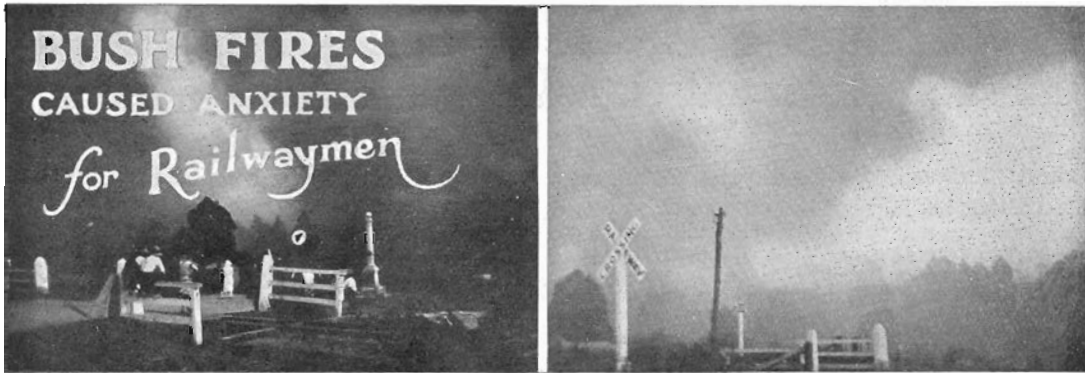


*Fitter's Assistant Tom Payton, beside the big 40 ton OO which carries most of the equipment on North Melbourne's breakdown train.*

train running may be continued until the normal service is again possible.

In addition, room is found for a spare auxiliary bogie, and on several occasions derailed rolling stock has been brought home in triumph on a pair of wheels whose acquaintance it has just made for the first time.

The YH carriage provides sleeping accommodation for the gang, and also contains several stoves; while one van houses an up-to-date oxy-acetylene plant and a supply of tinned foodstuffs, and (Continued on page 68)



Views of bush fire from the level crossing at the "down" end of Cockatoo Station. These views were taken in broad daylight.

Two weeks of bush fires gave railwaymen on the Fern Tree Gully-Gembrook line plenty of responsibility and not a few anxious moments. Although the flames swept across the line on several occasions, the interruption to traffic was very slight.

Unfortunately, the most serious fire that has occurred is that which swept Noojee on Sunday, February 14. The whole township was destroyed. Railway station buildings, goods shed buildings, and stationmaster's residence, ganger's residence, and a number of trucks at the siding were consumed, together with five special railway trestle bridges near the township.

**T**HE annoying thing about bush fires is that they have no sense of proportion. They do not hesitate and reflect when they arrive at a railway fence. The possibility of damage to sleepers or injury to a bridge does not appear to cause them much concern.

That, at any rate, is how it has occurred to railwaymen around Ferntree Gully and Gembrook, who have been moodily discussing the irresponsible behaviour of the bush fires recently.

The fires raged in and about the district for days, and on several occasions guards and drivers on the narrow gauge railway watched flames lick fiercely through the scrub on both sides of the line while the train with a freight of nervous passengers wound its way around the burning hills.

Guard Fleming gives a graphic account of his experience on a Sunday just at the outbreak of the bush fires.

The 5.50 p.m. train from Gembrook, with more than 300 holiday-makers on board, was held up for over half an hour by a bush fire which had swept down on to the line at the trestle bridge between Cockatoo and Wright, and emerged triumphantly on to the track. Fortunately, the bridge itself did not fall be-

fore the flames, although the fire roared around and under it, and many of the sleepers caught fire.

"The passengers took things calmly," says the guard, "and no one wanted to go back. We waited about 30 minutes, and then, the fire having passed on to the other side of the line, leaving smouldering sleepers and a great black, smoking wheel behind it, we went on and got through. There was a fair heat from the sleepers, of course, but the smoke was the worst feature of the whole business.

On two other occasions trains on which Guard Fleming was travelling received attention from the fires that was not really wanted.

"A lot of damage has been done," continues the guard, "and visitors here in the future will miss a lot of old landmarks. For instance, there's been a deserted eagle's nest in a big tree beside the line between Aura and Clematis for the past 30 years. Nearly everybody travelling on the line has had it pointed out to them, but it's gone for good now."

While Guard Fleming got a pretty hot time of it (in more senses than one) at the beginning of the outbreak, to Mr. H. Tainsh, a fellow bearer of the (Continued on page 66)

*These railwaymen had a strenuous time during the recent bush fires. They are (left to right) Guards H. Tainsh and J. Fleming, who went through the flames; Ganger E. R. Darbon and Repairer J. Gott, who fought the fires from the outset.*





# Things We Are Talking About

## Meal Serving Records—How the Revenue is Spent—Protection for Beauty Spots—Care at Crossings.

### Dual Responsibility at Level Crossings

**D**URING an inquest into a fatality at a level crossing on the Maffra-Sale road on January 7, the Coroner (Mr. Bond, P.M.), in finding a verdict of accidental death, said that no blame was attachable to the railway officers.

There would, the Coroner said, always be danger at level crossings. The "Stop, Look, Listen" warning was, unfortunately, not taken sufficient notice of. There was evidence that the two boys in the buggy had not taken heed of their danger..

"There is a dual responsibility at level crossings, but if a person is determined to cross the line nothing will stop him. It is no good trying to blame anyone for these unfortunate accidents." This was the comment of the Coroner (Mr. Berriman) at the conclusion of an inquest at Frankston on January 20, concerning the death of a lorry driver, who was killed when his lorry was run down by a Mornington train.

### Records in Refreshment Service

**T**HE statement in the November issue of the Victorian Railways Magazine that 25 girls at the Bendigo Refreshment Rooms had served 250 dinners in one day caused quite a controversy.

Mr. E. A. Sarkies, Manager of the Refreshment Rooms at Wodonga, mentioned that his 11 girls had served 280 meals in one day.

Various other records were quoted in the daily press, and now Mr. P. Hall, Manager of the Railway Refreshment Rooms at Albury, says that his six girls served 300 meals in less than an hour and a half. The occasion was when five trains arrived at Albury from Sydney. Each waitress is in charge of two tables, each seating eight, and each waitress served about 50 dinners—quite a good performance.

### Special Maryborough Issue

In furtherance of our plan for letting readers of the Magazine know of railwaymen and their doings in the country centres of the State, some of the Magazine staff visited Maryborough during the month.

Magazine readers at that important centre were pleased to see our representatives, and gave them a right royal welcome.

Other centres will be visited as opportunity permits. We want to tell those interested in railway work what is being accomplished in an unobtrusive way at these distant centres.

The "Border Morning Mail," published at Albury, quoting from a recent issue of the Victorian Railways Magazine, mentions that although Melbourne has, in Flinders-street Station, the busiest passenger station in the world, Albury has the distinction of having the longest passenger platform in Australia. It is more than a quarter of a mile long.

### Protect Our Beauty Spots

**D**ESPITE frequent warnings, there is a section of the public which takes a delight in removing native ferns, shrubs and plants from fern gullies, water frontages and reserves, thus doing untold harm and spoiling the beauty spots for those who come after.

It is not generally known that it is illegal to remove these ferns and shrubs from public lands, and railwaymen are again reminded that they must not be accepted for despatch by rail unless a declaration is made in writing on the consignment note and signed by the consigner that the ferns have been obtained from property other than public lands.

We must give this matter special attention, because destruction of the tourist and beauty spots reacts on the railway traffic, and it is the duty of every railwayman to protect this.

### Where the Money Goes

*The average rate on a ton of freight carried one mile on the Victorian Railways is approximately one and two-thirds of a penny.*

*To earn sufficient money to buy a pint of ink the railways have to haul a ton of freight two miles. To buy one dozen pencils a ton of freight must be hauled 13 miles, while to earn sufficient to pay for the uniform of a guard, porter, or shunter a ton must be hauled 350 miles.*

*Other interesting haulages on a ton of freight to earn necessities for railway operation include the following:—Ninety-nine miles to obtain the daily wage of a porter, 1450 miles for a tarpaulin, 307 miles to pay the cost of the average claim, 232 miles to pay for a ton of coal, 44 miles for a sleeper, 46 miles for a shovel, 3143 miles for a typewriter, and 73 miles to earn sufficient to meet the expenses of running the average train for one mile.*

*These are only a few of the expenses which must be met. Is it any wonder that the Railways use every available means to get the business, and, by good service, to keep it!*

### Band Concerts

**D**URING the month of March the Victorian Railways Military Band will play at Sandringham on Wednesday evenings, commencing March 7, and at Mordialloc on Thursday evenings, March 4 and 18.

The Newport Workshops Brass Band will play at Williamstown Beach on Wednesday evenings, commencing March 3, and in Canterbury Gardens on Thursday, March 4 and 18.

## Bushranging Days Were Stirring Times for Railwaymen

Bushranging days in the eighties were stirring times, and to Mr. J. Dowsett, of 40 Dalgety Street, St. Kilda, belongs the distinction of having been the guard in charge of the train which carried the police who were successful in capturing the notorious Ned Kelly and his gang at Glenrowan in 1880. Mr. Dowsett is probably the last of those now alive who were connected with the capture. Though now 84 years of age, he is still hale and hearty. He was for 36 years in the Victorian Railway service.

IT was fortunate for Mr. Dowsett that the special train on which he was the guard was warned by the school master at Glenrowan that the line had been torn up by the Kellys with the object of wrecking the train. Fortunately, the train was pulled up in time.

The police and railwaymen then found themselves hot on the tracks of the gang, and the attack on the Glenrowan Hotel, where the gang was located, was immediately commenced.

Mr. Dowsett was present at the surrender of Ned Kelly, and took his revolver from him when he was surrounded.

The attackers, after several hours' firing on the hotel, were surprised to see a very tall figure in a yellowish long overcoat approaching. He was stalking from the rear of the hotel with a revolver in his outstretched arm, which he fired two or three times, and then disappeared from view among some fallen timber. His movements seemed so deliberate and reckless that the attackers thought he was mad.

### Thought Kelly Was the Bunyip

Sergeant Steele, of the police party, was at this time in front of him, Senior Constable Kelly and Guard Dowsett were on his left. Mr. Dowsett and one of the police stealthily crept towards Ned Kelly, for this was the strange figure in the overcoat.

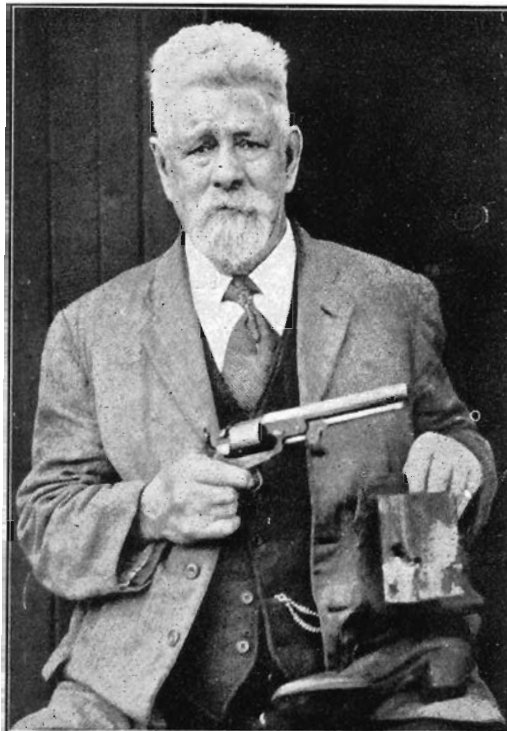
They took cover as they went along, firing at him when they got a chance. The police at Ned Kelly's rear were also firing, and gradually closing in upon him.

Everyone was excited. Exclamations of "Look out, he is going to fire"; "There he is behind that tree"; "Look at little Dowsett, what a plucky fellow he is"; "It must be the devil"; "No, it must be the bunyip," were heard on all sides, and then Sergeant Steele rushed towards the outlaw, quickly followed by Dowsett and the others.

They were astounded to discover that Ned Kelly, who had terrorised the North-Eastern district of Victoria for more than three years, was clad in a coat of armour of massive description weighing 97lb. The armour was made from the mould boards of a plough, and is now on view at the Museum in Melbourne.

When questioned, Ned Kelly said that he had been lying in the bush at the rear of the hotel nearly all night. He had been cold and cramped, afraid to move and unable to lift his revolver for fear of making a noise with his armour, otherwise he could have shot some of the police during the night.

Mr. Dowsett participated in the reward of



*Mr. Dowsett, holding the revolver which he took from the bushranger Ned Kelly. Mr. Dowsett also has Kelly's boot and a bullet-riddled tin of ammunition which was in his possession.*

£8000 which was offered by the Government of the day for distribution among those who assisted in the capture of this gang of outlaws. His share of the £8000 was £175/13/9, and his work in connection with the capture was not overlooked by the Railway Department. Mr. Dowsett was promoted to the position of Senior Guard running between Melbourne and Bendigo, and he received an increase of 1/- a day. The accompanying memorandum from the Traffic Manager is of interest.

Mr. Dowsett once ran a train to Kilmore with troopers and horses. They went across to Lancefield, where a bank had been "stuck up," supposedly by the Kellys. The real cul-

(32a)



## VICTORIAN RAILWAYS.

Traffic Manager's Office,

Spencer-street Station

4 Dec<sup>r</sup> 1880.

*Memo. for goods guard Dowsett  
Sandhurst*

*The attention of the Hon the Commissioner having been directed to your meritorious conduct at the capture of "Red Kelly" the bushranger, desires to express his approval of the spirit which animates you on that occasion & has promoted you to the position of passenger guard at an increase of 1/- a day from the 1<sup>st</sup> inst*

*W. A. Anderson  
Traffic Manager*

prits, however, were arrested at Bendigo and punished for it

On another occasion, on a Sunday night, Mr. Dowsett ran a special with a party of police on the Beechworth line, following on a report that the Kellys had been located. When the horses were unloaded the police went in pairs all round a hut in the centre of a paddock, and then yelled and galloped up to it. But the Kellys had left before the police got there. Spies always gave them plenty of warning.

Mr. Dowsett still has the revolver Ned Kelly was using and which the bushranger took from the New South Wales police at Jerilderie (N.S.W.), after taking their uniforms off and locking them up in the cells. Mr. Dowsett also has Kelly's boot through which a bullet passed, making it necessary for the boot to be cut down while he was lying at the stationmaster's office at Glenrowan.

In Mr. Dowsett's collection is also a mustard tin filled with cartridges. It has several holes in it, caused by the firing directed at Kelly.

As threats were made against Mr. Dowsett, he was shifted to Queenscliff, and ran to and from Geelong for a time.

At one time the State car was always taken off at Macedon, and after the Governor and his suite had alighted the train was pulled out on the main line.

On one occasion the car was taken off to be shunted into a siding, and a strong wind came down the mountain, and Mr. Dowsett, who was holding the points, saw the rest of the train full of passengers gliding down to Gisborne. He rushed to his van, but the brake was not connected (a small car with no pipe intervened), but on his hands and knees he crawled along the narrow foot boards till he got to where he could apply the brake, and pulled up the train. He was commended highly by the Traffic Manager for his conduct on this occasion.

—\*—  
Action does not always bring success, but there's no success without action.

## Then and Now

VIEWS, "Then and Now," in February's issue, remind me of the early eighties. In those days our city domiciled numbers of fellows who knew no trade, yet were too proud to tackle pick-and-shovel.

On South Melbourne side, just past Falls Bridge (predecessor of Queen's Bridge), some old boilers were deposited to evidence that the owner was using the land. Thus were provided shelters for many of the homeless.

A moneylender in Elizabeth Street placarded outside his office the forms of application for loans. A passing wit filled in one of the forms. The handiwork ran:—Name: Cedric Vere de Vere. Profession: Gentleman. Residence: Number One Boiler, Queen's Wharf.

Kensington. (Signed) BAY WEBB.

## THE CRYING ROOM.

*Whenever the salesmen of a San Francisco motor car sales organisation complain of their hard luck, they are handed a big key labelled "Key to the Crying Room." Presentation of the key seldom fails to bring forth a smile, and the man who gets it usually takes the hint and stops wasting, with his hard luck tales, his own time and the time of those about him.*

## The Longest-Lived Book Yet Known

Apropos of aged Paid on Books recently mentioned in the Magazine, the Editor has been shown a Paid on Book in which the first entry is dated 1st July, 1864.

The first Auditor's initials in this book are those of G. W. Lilley, who was then the Audit Clerk in the Secretary's Branch, where the Audit was then carried out by this one officer.

The next Auditor's initials to appear in the book are those of Harold Kent, who was placed as the Officer in Charge of the Audit Branch when it was created.

A further interesting feature of this book is that it contains the initials of every officer who has held the position of an Audit Inspector since the Department was created.

The book was taken possession of on a recent Commissioners' inspection visit by the present Auditor of Receipts, as something worth keeping.

# English and Victorian Railway Practices Compared

Should locomotives be named? Should they be of distinctive colour? Should station-masters wear silk top hats? These and other interesting points are raised in this article by Mr. Arthur Prince, of Camberwell.

AS a "new chum" of 12 months' standing and a railway enthusiast when in England, I have seen much of interest on the Victorian Railways.

Probably the first feature which engages the attention of the enthusiast is the types of locomotives in use, and in this respect Victorian practice differs little from that obtaining in Britain. Extended cab roofs and side windows (both of which are now finding greater favour in England), cow-catchers, and eight-wheel tenders are the main differences.

The use of six-wheel tenders on most of the British railways is accounted for by the fact that on the majority of long runs there is an opportunity of picking up water en route from the troughs placed between the metals, thus obviating the necessity for carrying sufficient for the whole journey.

Among the modern types of engines there are designs corresponding very closely to the Victorian A2's, K's, and C's, and the introduction of the Mikado type has been practically simultaneous.

It is worthy of note that the London and North-Eastern Mikado is intended for use on fast coal trains up to 1600 tons in weight. The advent of the Pacific type of engine as standard for express work on this line marked a new era in British construction, although the Great Western system had a Pacific running for a number of years. This, however, was recently converted to a 4-6-0.

## A Few Single Drivers Left

Despite the introduction of these large engines, four-coupled engines for express work and six-coupled engines for goods traffic are still being built on certain systems, and appear to perform their duties satisfactorily. A few single-drivers are still to be seen on the Cheshire lines, and the old Midland (now London, Midland and Scottish) Railway, and given a light train, they can show a clean pair of heels to the best, with their 7ft. (or more) driving wheels.

Among the unusual types, the 0-10-0 of the L.M.S. (for use on the famous Lickey incline), and the new Garratt locomotive of the L.N.E.R. (capable of developing about 70,000lb. tractive effort), are worthy of mention. Both are used for "banking" purposes.

British engines still maintain their reputation for speed, and timings of between 80 and 90 miles an hour are frequently achieved by expresses on favourable sections of their journeys.

In passing from locomotives, may one hope that some time in the near future the V.R. Commissioners will see their way to restore to Victorian locos. (or, at any rate, to pas-

senger types) their old-time colour.

Anybody who has visited Britain will remember the Midland red, the Caledonian blue, and the Great Western green, to mention a few, and will agree that the adoption of a "plumage" is a subtle form of advertising by appealing to the aesthetic sense of would-be travellers.

Another popular British practice, that of naming locomotives, gives a great fillip to public interest, for, whereas a number is forgotten immediately, a name may be retained in the memory for years.

The names given include those of poets, soldiers, sailors, rivers, castles and stars, while certain engines have been treated as war memorials to fallen railway employees, and names given, such as "Patriot," "Valour," and "Remembrance." On Armistice Day it has been the practice for "Valour" to carry a large wreath on the front of the smoke box on its journey between London and Manchester.

## Doors Are Automatically Closed

Turning to rolling stock, climatic conditions have been responsible for the designing of certain distinctive types on the Victorian Railways, such as the Tait cars, which would not, of course, be suitable for all-the-year-round running in Britain.

In London there are several types of cars with sliding doors on the tube railways, but these are automatically closed when the train starts.

Generally speaking, railway carriage construction in Britain has reached a very high standard, and third class travelling on most lines may well be called luxurious. Beautifully upholstered seats and backs, felt-covered floors, and thoughtfully arranged lighting make railway travelling a delight, while the majority of main line trains have their restaurant or dining car.

For the most fastidious, Pullman cars are run on certain trains, while complete Pullman trains run between some of the most important cities.

## Hot Weather Travelling Enjoyable Here

The usual type of main line train, however, consists of compartment carriages, with a side corridor or open (i.e., non-compartment) carriages, with centre gangways, all carriages being connected by means of end gangways.

Travelling in hot weather is much more enjoyable here than in England, where carriage windows, except those on the doors, are generally fixed. One reason for this is to prevent passengers putting their heads out, as there is sometimes very little room between passing trains.

The look-outs on the (Continued on page

# Every Country Has Different Methods of Transportation

Travel is a wonderful education for the keen railwayman. The man who has the opportunity to travel sees something interesting in every country he visits. Mr. A. E. Colson, Block and Signal Inspector, tells of a few of the things he saw in America while on a 12 months' tour.

**D**URING my trip across America from San Francisco to New York I was able to judge what railway travel was like, compared with what we have in Australia. There is nothing to complain of in regard to speed, and although there are certain scheduled rates it is mostly left to the discretion of the driver. The speed may be increased, to make up time, or to reach meeting points with other trains, above the speeds prescribed provided such increase is safe.

To my mind this privilege is sometimes abused, and is possibly the cause of accidents.

They seem to take the curves at a much higher rate of speed than we do here. It is quite possible, though, that the centre buffer on the cars, and having all bogie stock would permit of this.

I travelled by "The Daylight Limited" from San Francisco to Los Angeles, which, hauled by a 4.8.2 engine, burning oil fuel, completes the journey in 12 hours, with four stops en route. This is a fine train.

In addition to the day cars, the train included a diner lunch car. This had 32 seats at the observation end free to everyone, a ladies' lounge, and men's smoking compartment.

## Sleepers Not So Snug

The sleepers are not nearly as snug and private as ours, the berths being made up lengthwise. We only provide berths for first-class passengers, whereas the American Pullman Co. provides berths for anyone who can pay for them, and they even provide a cheaper berth in their tourist sleepers.

Upon entering the cities the trains run along the centre of some of the main business thoroughfares. The railways are not fenced like ours, and road vehicles run across the tracks in station yards anywhere. They are warned by the sounding of a bell on the top of the engine, which keeps up a constant clanging as trains are arriving at or departing from the station area.

Suburban traffic, for the most part, is catered for by the electric street cars, although, while at Oakland, I saw trains operated by the overhead system, where they operate on a 600-volt current, and in the peak traffic run as many as seven cars in a train, which is reduced to one unit in the slack portions of the day. Some of the cars can seat 116 passengers, others 60 to 80.

At Los Angeles the Pacific Electric is the largest suburban service operating. They have a daily service of 6000 trains extending over a radius of 75 miles, and claim to have the largest suburban service in the world, having 1115 miles of track.

Fares are collected on the train; the conductor pulls a cord, thereby registering your fare, the amount paid being revealed on a recording indicator at the end of the car.

In Chicago the elevated railroads and the street cars which run under them handle most of the suburban traffic. The elevated are operated on the third rail principle, and the tracks run on girders about 15ft. up from the roadway, whilst just underneath the surface electric cars add to the noise. I would be very sorry to see anything like it adopted here.

In New York, in addition to the elevated, they have the subways, which run immediately under the roadways. These have a splendid service, with both express and local tracks; the express tracks are used during the peak traffic. The atmosphere is close and musty.

## No Tickets—Drop a Coin in the Turnstile

The fares are very cheap—5 cents will pay for one mile to 20 miles. There are no tickets sold; all one has to do is to drop a nickel in the automatic turnstile and gain access to the platform, and then you can go as far as you like.

Whilst at Chicago I had a look over the Illinois Central, the Union Station just recently completed. This is a magnificent building, having a huge concourse finished in beautiful marble, with every comfort and convenience. Four companies use this station—the Pennsylvania, Chicago and Burlington, Chicago and Alton, and the Chicago, Milwaukee and St. Paul. Two hundred and sixty-five trains are handled daily, and approximately 50,000 passengers pass through the station.

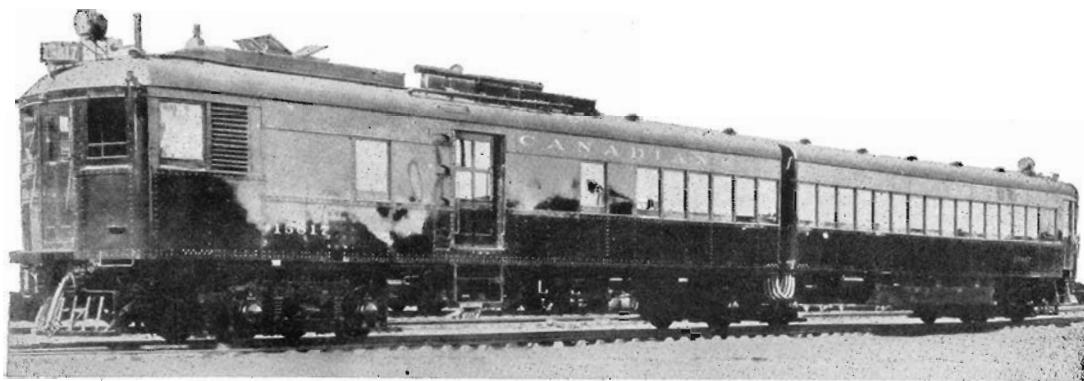
The south end has 14 stub platform tracks, and the north end 10 stub tracks. The length of the platforms is 500ft. to 1200ft. There is only one line between the platforms. This enables passengers to alight on one side of the train, whilst the baggage is dealt with on the other side.

## Some Fine Railway Stations

There are two signal boxes, one at the north end and one at the south, operating 95 and 171 levers respectively.

There are other very fine stations—Kansas City, St. Louis, New York Grand Central, and the Pennsylvania Terminal, which cost 100,000 dollars.

The companies in America spend quite a lot in erecting magnificent station buildings. The Grand Central in New York is said to be the most costly in the world. It has two levels; 42 tracks on the upper level and 25 suburban on the lower level.



## Oil-Electric Articulated Railway Car

The Canadian National Railways have recently placed in service a very interesting type of oil-electric articulated car. This unit is unique in many respects. In the first place, it is one of the first, if not the first, oil-electric equipment for this class of service, differing somewhat from previous Diesel-electric types. It is also the first articulated unit of this kind. The Victorian Railways Department is closely watching the development of this type of car.

IT is of interest also to note that the engine is the lightest of its kind in the world outside of aero practice. This engine, through which is directly connected a 200 k.w. d.c. generator, and which furnishes the power for four 100-h.p. motors, comprises an equipment which has given very commendable performance in actual service, showing a fuel cost of .027 c. per 100-ton miles.

The car consists of two bodies, with a total over-all length of 102 feet, set on three four-wheel trucks. The rear end of one and the forward end of the other body are attached to the centre truck by means of a safety locking pin. The entrance between cars is protected by a canvas covering, in much the same fashion as the vestibule ends of passenger cars on steam trains.

The front unit has three compartments: the engine room occupies 17ft. 6in., the baggage room is 16ft. 6in. long, and the smoking compartment is 15ft. 9in. long. The rear passenger unit is 44ft. long inside. The height from ceiling to floor is 8ft. The total seating capacity of the articulated car is 126 passengers.

Fully equipped and loaded the articulated car will weigh 100 tons, of which probably 38 per cent. is on the forward truck. The trucks are provided with SKF bearings and clasp brakes, and have 36in. wheels on a 7ft. 4in. wheel base.

The prime mover is of the Diesel type, produced by the William Beardmore and Company Ltd., of London, the original of which was developed under the direction of the British Admiralty for airplane work. The primary modifications consist of dropping from 1200 to 650 r.p.m., increasing the number of cylinders from six to eight, and changing the case from aluminium alloy to steel for rigi-

dity. The cylinders measure 8½ x 12in. giving a rating of 340 horse-power at 650 r.p.m. This is the lightest engine of its kind in the world outside of aero practice, the total engine weight being only 5450 pounds.

While the engine is constructed on the Diesel principle, it has been adapted in such a way to transportation needs that the name "Diesel" is scarcely a correct description of its type, and the term "Oil Electric" has been adopted for classification purposes.

This type of engine is one which depends upon high cylinder compression, approximately 450 pounds per square inch, to secure the temperature of combustion of the fuel, instead of the electrical spark as used in the gasoline engine. Fuel oil is sprayed into the cylinders at a pressure of about 8000 pounds per square inch.

The engine is water-cooled, similar to a gasoline engine. Lubricating oil is forced through the engine at 60 pounds pressure. Both the cooling water and lubricating oil are cooled by radiators mounted on the car roof.

The electrical apparatus, all of which was designed and supplied by the Westinghouse Electric and Manufacturing Company, consists of a 200 k.w., 600-volt, 650 r.p.m., D.C. generator, direct-connected to the oil engine, and four 100 h.p., 600-volt railway-type motors, with necessary control details. Two motors are mounted on each of the end trucks. A 272-ampere hour 300-volt battery is provided for engine starting, and operation of auxiliaries, such as compressors, field excitation, lighting, control, and signal systems.

The control apparatus is mounted within the engine compartment, located above the generator on a structural iron frame work. The battery is hung from the car underframing of the rear unit, and the reverser for the rear



American tourists are looking for new countries to explore, and Australia offers a wide range of scenery and sport. The tourists who visited Victoria on the s.s. "Carinthia" in January may be regarded as the advance guard of visitors which Australia may expect from America. This view shows the window of the Atlantic City Office of the Foster and Reynolds' Tourist Company of New York. Australia is prominently displayed among the advantages and attractions of travel in the south seas. The poster and pamphlet "Australia Calls You" figure prominently in the display.

pair of motors is mounted within the rear vestibule.

This arrangement of apparatus was selected to cut to an absolute minimum the number of circuits between the two units across the articulated joint. Four main cables cross the truck, the two battery leads and the two power leads to the rear pair of motors.

Full control of the car is centered at the operator's station. The equipment is designed for double-end car or train control, with an operator's compartment at each end of the car, and the control switches are operated from either compartment, so that it is never necessary to reverse the car on a turn-table or "Y."

The engine-driven generator supplies power for the four propulsion motors, as well as for charging the 300-volt storage battery, from which the control and auxiliary circuits are fed on individual 32-volt taps. A dual set of

compressors is provided, operated from the 300-volt battery or from the generator in conjunction with a series resistor.

The car bodies are built entirely of steel, with inside finish of mahogany. The seats are the reversible type, upholstered in Spanish leather, and are of sufficient length to accommodate three people on each side of the aisle. This gives a seating capacity of 91 in the rear half, and 35 in the smoker, or a total of 126. The car roof is of the turtle back design.

Electric lighting is provided from storage batteries. Both front and rear halves are heated by hot water, and ventilation is provided by exhaust type ventilators located in the car roof.

On the trial trip the actual running time averaged 52 miles an hour, but the car will attain a maximum speed of 60 miles an hour on the level.



Mr. W. Thomas

## America—The Home of Big Things

*The heading is not our own. It is the summing up by Mr. W. Thomas, Assistant General Superintendent, and Mr. S. P. Jones, Assistant Chief Engineer of Signals and Telegraphs, after their visit to America to watch railway developments in that expansive country.*

*(By Mr. W. Thomas, Asst. General Supt.).*



Mr. S. P. Jones.

AMERICA is the home of big things, and when it was decided that, with Mr. Jones, Assistant Chief Engineer of Signals and Telegraphs, I should pay a visit to that country for the purpose of studying American railroad methods, both of us naturally looked forward with a great deal of interest to seeing much that was new and much that was different. We certainly were not disappointed.

We landed at Vancouver on May 1, and there our first impression of long-distance travel by rail was obtained. We were to travel to San Francisco to reach the headquarters of the Southern Pacific Company. We knew that it was a fairly long journey between the two places, but we had not, up till then, appreciated that it was over 1100 miles, and that it would take the best part of two days and two nights to cover the ground. We were to find out later that we should have many such journeys before our investigation was completed.

A great part of the distance to San Francisco was through the State of Oregon, which is the largest of the Pacific North-West States.

### California—Wonderland of the West

California, which adjoins Oregon, is described by some as the wonderland of the West. Certainly one hears of California all over America, and although when we were there it was somewhat overshadowed by the boom in Florida, California is well able to hold its own. It is a State with splendid climatic advantages and wonderful resources. "Live in California awhile and life becomes one big smile," is one of its slogans. Many people travel from eastern States to winter there, and frequently end up by permanently changing their place of residence.

Some like Los Angeles, and others San Francisco. There is some rivalry between the two places. We preferred San Francisco. Our entry was via the ferry from Oakland, and when crossing a conspicuous sign was visible over the Ferry Buildings. The sign, of course, was visible long before the wording, and on nearer approach the latter turned out to be "Welcome to California."

The introductory warmth of welcome was characteristic of our whole stay in the State, and indeed was with us during the whole of our visit.

California has an area of 155,652 square miles and a population of 4,000,000. In 1850, just before the gold rush in Victoria, it was

92,000. The wealth obtained from the land is enormous. The production of grapes alone last season totalled nearly 2,000,000 tons, and 75,000 freight car loads moved across the continent to eastern States.

From the Imperial Valley, a comparatively small irrigation area in the southern part of the State, in a short season of about six weeks 16,000 car loads of cantaloupes moved out, and this was preceded by 9000 car loads of lettuce, besides large quantities of tomatoes and asparagus.

### A Trip on a Freight Train

Immediately one gets to work, railroad operation, particularly on the freight side, becomes of intensive interest. A trip on a freight train over the Sierra Nevadas to Reno, in the State of Nevada, is one of peculiar fascination. The line reaches an altitude of 7000ft. on an almost continuous rising grade. The summit is 193 miles from San Francisco, and as the train moves up into the snow country, curious-looking structures over the line excite one's curiosity. These turn out to be snow sheds for the protection of the line in the winter months. There are 42 miles of them altogether—almost continuous.

From the shunting yards at Roseville, 100 miles of the journey from San Francisco towards the summit, east-bound freight trains move out with a load of 2500 tons on a grade of 1 in 75.

### Large Volume of Traffic Over the Mountains

Partly by reason of the big train loads and partly by improved signalling and other arrangements, it is practicable to handle a large volume of traffic over the mountains, despite heavy snow country and other difficulties, and with 30 miles of single line between two sections of double line.

Since the date of our visit the 30 miles of single track has been converted to double track, and as the ordinary traffic moved over the section, as well as works and other trains, the duplication was one of the most difficult tasks undertaken in connection with railway engineering work.

The journey from the summit to Sparks, passing through Reno, was most interesting. Sparks was the end of the superintendent's division, and from there, with some divergencies, the return journey was made to San Francisco, which eventually became the starting point for a long trail of nearly 20,000 miles.



# Racehorse Owners Can Depend on the Railways

Although racehorses are a most difficult type of freight to handle, there has never yet been a single mishap of any kind on the Victorian Railways during the scores and scores of occasions on which Australia's most valuable and famous racehorses have been conveyed to and from Flemington, Caulfield, and the other racecourses in the metropolitan area.

EVERY time a metropolitan racing club tots up its profits after one of its meetings it realises the great influence which the railway service has on the successful result of the day's sport.

A speedy and efficient service for the punters is, however, by no means the Department's sole concern on race days. There is another big job which has always to be performed on these occasions—a job which has even more to do with the success of the meeting than the handling of the passenger traffic.

That job is the far-from-easy task of picking up the racehorses at the station nearest their training stables, and landing them safely at the course.

Whenever there is a race meeting at, say, Flemington or Williamstown, two horse specials are run to the course—one from Mordialloc, to pick up the equine aristocrats from the training stables at Mordialloc, Mentone and Caulfield, and the other bearing a similar valuable freight from Newmarket.

Electric locomotives are now used, as it has been found that electric traction greatly minimises the jolting and uneven motion sometimes experienced with steam trains.

## Ninety Horses for One Meeting

For a meeting like the Williamstown Cup, as many as 85 to 90 horses may be carried by rail, so that there is a heavy demand for horse boxes. The trainers can make application for accommodation up to 8 p.m. on the night preceding the race day, and the necessary boxes are then supplied.

There are two classes of horse box—the small type, which can accommodate six horses, and the larger, which can find room for a dozen.

A fast time-table is arranged for these horse specials, and their running is watched from station to station on both forward and return journeys by an officer in the suburban train running office at Flinders Street who can, if necessary, side-track any goods or less important trains which might detain the special.

The speedy time-table which is provided ensures that a horse special leaving Mordialloc at 10.27 a.m., and stopping five minutes at Mentone, 20 at Caulfield, and another 20 at Flinders Street, will reach Flemington before 11.30 a.m. and Williamstown by noon. The most important racing man wouldn't call that a leisurely pace.

The rates charged for the carriage of racehorses are surprisingly low. Thus, an owner whose horse may win him a couple of thousand

pounds inside five minutes can have the animal transported all the way from Mordialloc to Flemington in perfect safety for 11/3. Further, if he produces a certificate from the secretary of the club stating that his horse started in the race for which it was entered, it will be returned to Mordialloc free.

This last concession to the pampered racehorse must surely be a consoling reflection for the unfortunate punter who backs the horse when it doesn't win, and then has to walk home himself without a train fare in his pocket.

But the most ticklish part of the whole business of transporting the racehorses is at the racecourse itself, when the horses are being unloaded and loaded.

## Most Horses Are Restless

Mr. T. Sullivan, Assistant to the Metropolitan Superintendent, who generally supervises these important operations in person, can vouch for this.

"Yes," he says, "we usually have some difficulty there. While there are some horses who will go into the box like a dog into its kennel and make no fuss at all, the majority are restless and obstinate, and require very tactful handling. Often we have to get bags of straw to cover all the flooring and conceal the crevices in the planks and the collapsible side of the truck before the horses can be persuaded to entrain.

"Poor old Monrose, who was killed at Flemington a couple of months ago, was our best-behaved horse. He never gave the slightest trouble, and used to walk into the truck as calmly as if he were going into his stable. The old chap always seemed to know when the trip was over, and he would be waiting expectantly for us to let him out as soon as the train stopped."

## Heroic is Difficult to Handle

Heroic, on the other hand, has the distinction of being the most difficult horse to handle. He is extremely suspicious, and appears to be firmly convinced that he is about to be lured away to a violent death.

"Racing tips?" Mr. Sullivan coughs doubtfully in reply to the envious query which has been hovering on the tip of his questioner's tongue for the last 15 minutes. "Yes, the trainers usually give the railwaymen who are unloading the racehorses plenty of tips. Too many, in fact. On a big race day we might get as many as a dozen absolute certainties, but" (with a moody shake of the head) "more often than not the whole lot of them will be starting in the same race."

# Eminent Doctor Praises Victoria's Railways

"During my stay in Victoria I travelled on your railroads considerably. I am delighted to say that the comfort and courtesy which we experienced throughout was unexcelled, so far as my experience goes. There was always somebody ready to do something for you prior to making a request. We were very much impressed with the kind spirit of service which actuates your staff."

The above is an extract from a letter to the Chairman of the Victorian Railway Commissioners (Mr. Clapp) from Dr. Malcolm T. MacEachern, C.M. D.Sc., Associate Director, American College of Surgeons (Director of Hospital Activities), 40 East Erie-street, Chicago, U.S.A.

TO understand the value of this expression of appreciation it is necessary to know who Dr. MacEachern is and whom he represents.

The American College of Surgeons, of which Dr. MacEachern is the Associate Director, is the recognised association of the leading members of the medical profession in the United States of America and Canada, and was formed for the advancement of medical science in all its various branches.

One of its functions is the standardisation of all hospital activities, i.e., the standardisation of efficiency of the staff (which includes doctors, nurses, attendants, and the administrative personnel), equipment, architecture, and teaching facilities.

The college has also established a bureau of hospital information which is at the service of all affiliated hospitals. Whilst the organisation has only been established about 12 years, some idea of the value of its services can be gauged from the fact that, at the outset, only about 15 per cent. of the hospitals on the American continent reached the standard of efficiency demanded by the College of Surgeons. To-day 66 per cent. of the hospitals have attained that standard.

## Reported on Victoria's Hospitals

At the request of the Government of Victoria, the American College of Surgeons generously consented to make the services of Dr. MacEachern available to permit him to visit this State to report upon our hospital system, arrangements having been previously made by the New Zealand branch of the British Medical Association and the New Zealand Government for him to undertake similar work in that Dominion. Since coming to Victoria, the New South Wales Government has enlisted Dr. MacEachern's services for a brief survey of the hospitals in Sydney.

During his visit here, Dr. MacEachern, whose travels in the course of his brilliant career have been world wide, journeyed some 1600 miles throughout Victoria, and personally inspected every type of hospital organisation in the State. He is, therefore, competent to speak, not only on the problem of hospital management, but also to express a well-informed opinion upon the standard of our railway services.

During the last week of his stay in Melbourne he rendered the people of this State an invaluable service by devoting an entire

week to daily conferences with hospital boards of management, hospital staffs, hospital architects, and hospital business managers, in the course of which he explained in detail the methods pursued by his association.

The scope of this task may be judged by the fact that it necessitated three separate sittings each day for five days, and its benefit is that to-day our hospital authorities are fully advised as to the latest developments in the administration of the hospitals of the world.

Wherever Dr. MacEachern visited in this State he was received with the utmost cordiality and appreciation of the immense volume of information which he was able to place at the disposal of his audiences, and there is not the slightest doubt that the advice and experience which he freely gave for the benefit of his listeners will react in the raising to a higher plane of the valuable services now rendered to the people of this State by our public hospitals.

## British Empire Exhibition 1924

Person  
H.M. THE KING  
President  
R.R.H. THE PRINCE OF WALES  
Chairman of The Executive Council  
HIS GRACE THE DUKE OF DEVONSHIRE



This Certificate of Honour is issued  
with a Medal to

Victorian Railway Commissioners,  
in recognition of having participated in  
The British Empire Exhibition,  
at Wembley: 1924.

MEMBERS OF THE BOARD:

*Sturges*  
Chairman

*Allen*  
Secretary

*de la Haye*  
Secretary

*Sturges*  
Chief Administrator

*Allen*  
Secretary



## Victorian Railwayman to Boost Australia's Products

*Victorian railwaymen were pleased when they learned that one of their number, Mr. A. E. Hyland, Chairman of the Betterment Board and Railways Publicity Officer, had been selected to fill an important position in Great Britain. Mr. Hyland has been loaned by the State Government, at the request of the Federal Government, for three years to act as Director of Publicity to increase the sales of Australian products in the British Isles. He relinquished duty with the Victorian Railways Department on Feb. 28.*

THIS appointment may be regarded as a distinct compliment to the Victorian Railways Service and especially as a recognition of the success of Victorian Railways publicity as organised and developed in recent years. Mr. Hyland, whose headquarters will be in London, is to receive a salary of £1500 a year, and his engagement extends for three years, with the promise that there will be no loss in status should he return to the Victorian Railways Department.

The main function of Mr. Hyland's work at the outset will be to bring the good qualities of Australian fruit before the public in the British Isles. Other Australian products will be brought into the campaign as time proceeds. Butter will receive special attention.

Those who know of Mr. Hyland's work in the Railways Department agree that he is well qualified to fulfil the duties of this new position. He has had a remarkably wide knowledge of railway practice in this State, and knows Australia from end to end. He has always been a keen student of Australian conditions, and therefore knows the conditions under which Australian primary products are grown.

### Brief Sketch of His Career

He joined the Department on October 28, 1901, at Shepparton, under Mr. J. Woodcock, Stationmaster, and Mr. W. Tredennick, Senior Clerk (now District Superintendent at Bendigo). He later served in the telegraph office at Spencer Street, at South Yarra station, Benalla and Seymour, and later in the Transportation Staff Office.

In January, 1912, Mr. Hyland transferred to the Secretary's Branch, and in the following year was made private secretary to Mr. E. B. Jones, then Secretary for Railways. From March, 1916, to November, 1918, Mr. Hyland was absent on war service, doing duty as wireless operator on troop transports.

On his return to the Department he was appointed private secretary to Mr. Shannon, one of the Railways Commissioners, also secretary to the Stores Board. In December, 1919, he was appointed private secretary to Mr. C. E. Norman, Chairman of Commissioners, and in the following September, on the arrival of Mr. H. W. Clapp to take up the position of Chief Commissioner, Mr. Hyland continued in the same position with him.

In March, 1921, he was appointed a member of the Suggestions and Inventions Board as colleague to Mr. E. Richard (chairman) and Mr. G. Curtis (member). April, 1923, saw his appointment as Chairman of the Betterment

Board, as it had then become known, and he continued in this position to the day of his relinquishing duty with the Department.

The Betterment Board was originally formed with the object of receiving suggestions and inventions and considering ideas for the improvement of the Service; but under Mr. Hyland's direction it has developed largely into an organisation handling all publicity and advertising, the "Safety First" Campaign, the development of tourist resorts, the organisation of the "Reso" trains, cinema activities, and generally conducting all campaigns organised with the idea of stimulating traffic, passenger and goods. The "Eat More Fruit" and other campaigns have been conducted by the Betterment Board. He has also assisted the Agricultural Department in the running of the Better Farming train.

Mr. Hyland has been closely identified with the activities of the Victorian Railways Institute. He has been a Commissioners' representative on the Institute Council, a member or chairman of the Lectures and Classes, Finance, and Newspaper Committees. The financial side of the Institute has been his special care for some years, and the present healthy condition of the Institute finances is very largely due to the re-organisation of the accounts brought about by Mr. Hyland's endeavours. The existing condition of accounts makes it possible for the Council to exercise close scrutiny over all expenditure.

### Initiated Magazine Re-organisation

Even the "Victorian Railways Magazine" has come within the scope of Mr. Hyland's activities, and the re-organisation of the "Magazine," bringing it into its present form, was initiated by him.

The establishment of new branches of the Institute is a matter over which Mr. Hyland has kept a watchful eye, and some of the present country branches owe their existence to his endeavours.

Mr. Hyland represents the Commissioners on the Council of the Health Association of Australia. He also represented them on the State Committees which organised the reception of the Imperial Press Delegation and the American Fleet which visited Victoria in 1925.

He is a member of the Advertising Institute of Australia, and is well known among newspaper and advertising men throughout this continent.

Mr. Hyland leaves the service of the Victorian Railways with the best wishes of every officer and employe for success in the big task which he has before him.

# Agricultural Education in Victoria

*Victoria has two splendidly equipped agricultural colleges which should be better known among the general public. Agriculture has a direct bearing on successful railway operation, and in this article the reasons for this are explained.*

*(By Mr. S. C. Jones, Rolling Stock Branch.)*

IN 1884 the first move was made in Victoria to establish a system of agricultural education, when the Agricultural Colleges Act was passed. This provided for a Council of Agricultural Education, with powers to establish agricultural colleges and for the reservation of areas of up to 150,000 acres of land for the purpose of an endowment for the maintenance of agricultural colleges.

In addition, provision was made for the reservation of certain areas as sites for these colleges, and on two of these are established, the present Dookie and Longerenong Colleges.

The area reserved for Dookie was approximately 5000 acres, and has since been increased to 6000 acres by purchase of adjoining land, whilst Longerenong embraces 2386 acres.

The value of the endowment lands in 1884 was not high, and for many years the rental secured was small, but by the policy of leasing under improvement conditions, and in consequence of the general increase in land values, the revenue has increased, and now stands at £12,500 a year.

The advantage of land as the basis of endowment is here exemplified. The Government of the day was truly economical, but, perhaps, somewhat shortsighted, as after handing over these lands to the college trustees, it failed to provide money for buildings and equipment. This difficulty, however, was overcome by the council floating a loan, and in 1886 Dookie College opened its doors to the first batch of 40 students.

## Only State with Two Agricultural Colleges

In 1889 the demand for admission was so great that the council was of the opinion that it would be better policy to have two colleges, situated in different parts of the State, rather than to concentrate on one, and it was then decided to establish the second college, and Longerenong was subsequently opened with 34 students.

It is here pointed out that Victoria is the only State in the Commonwealth possessing two agricultural colleges. The average attendance at the colleges at the present time is:—Dookie, 90 students; Longerenong, 50. This is the maximum accommodation.

As evidence that these colleges have justified their existence, it is pointed out that upwards of 2500 students have attended, and that the majority can now be found throughout this and the other States on farms of their own, and, with the aid of the knowledge gained, are adding wealth to the Commonwealth each year.

Taking the records for the last 10 years, it is found that the percentage of old students following farming pursuits is not less than 80,

and as far as Longerenong is concerned the percentage is much higher. In addition to the students who are following farming pursuits there is a number of old students doing excellent work for the farmer, besides such men as Mr. H. C. Quodling, Director of Agriculture, Queensland; Dr. Robertson, Chief Veterinary Officer of Victoria; and Mr. Dreverman, Principal of Longerenong College.

Recent Governments have appreciated to the full the valuable work carried out, and altogether approximately £25,000 have been voted towards buildings, water supply, and equipment. To show that this expenditure was justified, it is pointed out that a recent valuation made of the two college properties was set down as £100,000, thus indicating remarkable progress.

The founders of the Agricultural College laid down the following principles:—

- (a) To teach the principles and practices of agriculture, and
- (b) The training of a good citizen.

## Farming Is Now a Science

The courses, therefore, include, in addition to such sciences as chemistry, physics and biology, studies in English, public speaking, economics and civics.

For some years it was the prevailing idea that the boy of a family who seemed unfitted for an occupation where ability was essential should be placed on a farm, but that opinion to-day is vastly changed, and, moreover, it is the opinion of educationists who have studied agriculture that the farmer requires a working knowledge of many of the sciences, and that he needs to be an astute man of business. It is in this direction that the colleges are strenuously working.

In addition, research work, particularly in wheat breeding, has been undertaken, and many of the most valuable wheats grown in this and other States have been bred and fixed at the colleges. In this connection it might be mentioned the name of Hugh Pye as being in the forefront with such wheats as Major, Currawa, Minister, Warden and others.

Further, practically the whole output of the wheats grown at the colleges, amounting to thousands of bushels a year, is distributed for seed purposes throughout the States, thus enabling the farmers to obtain guaranteed pure-bred seed wheat of the best varieties. The demand for this seed largely exceeds the supply each year.

In 1917 it was decided to inaugurate a winter course at Dookie College for farmers. Starting with an attendance of 40 farmers, drawn from all parts of the State, the course has since become so popular that the whole



*It is an ideal trip by rail from Nyora to Wonthaggi. The area on each side of this branch line for 24 miles is typical bush, interspersed with good grazing country. Then you come upon the Kilcunda Station, from which a splendid view of the Southern Ocean is obtained. There is a hotel at Kilcunda, and a good holiday may be spent there.*

available accommodation is taxed to its utmost.

The classes are held during the vacation at the college, and the syllabus includes lectures on farm economics, farm practice, stock raising, and machinery demonstrations. An intensive course extending over 10 days is given.

On completion of this course each year a class for farmers' wives and daughters is opened and is more popular than that of the farmers'. In carrying out these classes the council is indebted to the Education Department for very valuable assistance freely granted. Miss Eddy was responsible for the organisation of the first class, and undertook the direction of them for several years, with such success that their continuance was ensured.

The subjects for this course include hygiene, home cooking, needlework, first aid, and fruit preserving. The college staff demonstrate such subjects as dairy practice, poultry raising, fruitgrowing and labor-saving devices.

In the evenings, part of the time is set apart for lectures, concerts and dancing.

The instruction imparted at these classes is believed to be of real value to those attending, but probably, with this as with the farmers' class, the outstanding feature is the community interest aroused.

#### Teaches Principle and Practice of Agriculture

The main objectives of the colleges is to teach the principles and practice of agriculture. Students are admitted at the age of 14 years and upwards, the average age at present being 18 years. They must be sound in health, furnishing a medical certificate when applying, and be of an educational standard to enable them to take up the course.

The course is so arranged that the students spend alternate days in the lecture room or laboratory, and in one of the farm branches, the work of the latter being allotted weekly.

The farm work is classed into senior and junior, the former including team or field work, tractor, shearing, blacksmithing, senior dairy work, and such like; while the latter in-

cludes work in the garden and orchard, stables, piggery, poultry branch, milking, and slaughtering.

Regarding the practical work on the farm, which is carried out under the direction of competent instructors, students have the opportunity of keeping in touch with the everyday activities of all branches which are conducted, as far as possible, on lines identical with the best types of commercial farms.

Realizing that the students attend the colleges to learn, the staff encourages them to profit by observation of the general management and by keeping proper records of all operations.

#### Students Do Practical Work

Practically the whole of the farm work is done by the students, and care has been taken not to overload the institutions with large numbers, which would result in insufficient opportunities to gain the practical experience so necessary.

It is also realised that for the successful training of lads they must be considered individually, and that it is most undesirable that two or more be employed in a task reasonably accomplished by one.

The indoor work is dealt with, as far as possible, with an "agricultural bias" and in a manner shorn of mere technicalities.

A brief outline is as follows:—The institutions are residential, each student being accommodated in a single room, plainly but sufficiently furnished and well lighted. The fees are low, the annual charge for board and lodging, education, medical attendance, stationery, and laundry being £35.

There are two terms of five months each in the year, February and August being the vacation periods. The course at Dookie extends over three years, and at Longerenong two years.

As these colleges are in isolated locations—a very necessary condition for them to do the best work—and since staff, students, and others constitute a community in themselves, a fine community spirit (*Continued on page 76*)

# Maryborough—A Fine Place to Live in, to Work, to Play in

Maryborough's turn for special attention in the "Magazine" came round this month, and Mr. R. Hughes, of the Institute Literary staff, accompanied by Mr. W. Howieson, the Railways Official Photographer, and Angus Mac, the Caricaturist, paid a visit to the centre. They have set out to tell you in picture and story in this issue something of the town and the railway staff at this important centre.

**M**ARYBOROUGH is not a small country town, with wallabies more in evidence than visitors.

A decayed mining town? Not at all.

The station buildings are handsome and imposing, with a tall tower clock rearing a flag-pole high above the far-flung houses and wide streets of the town. The venerable date 1890 appears prominently above the steps of the main entrance, and there is much fine woodwork about the interior of the buildings and well-cleaned tiles in profusion.

Maryborough threw off its swaddling clothes and donned long trousers at a precociously early age. Then came the decline of mining and the departure of the floating population which had been lured there by the gold, so that the town's long trousers become noticeably baggy at the knees, and rather concertina-like about the ankles.

It was at this period that Mark Twain visited the place, and dryly observed in a lecture a few days after: "Maryborough is a railway station, with a town attached."

He couldn't—or, rather, he wouldn't say that now. The population is growing, being at present 4952; the births in 1925 were 157 against 66 deaths, and the property valuation of the borough is £34,690.

Through industrial activities, the valuation has increased by approximately £6000 in the last three years.

The loco. depot covers 24 roads, all converging on the big turn-table, and houses two "C" and two "K" class locomotives among its 24 leviathians of the rails.

The daily consumption of coal at Maryborough alone is on an average 75 tons and the coal stage has a capacity of 1100 tons. At present two new washout pits are being installed there, as well as an electric drive for the machinery and an air compressor to do

away with the stationary engine and boiler.

Mr. H. E. Russell, the District Superintendent, will tell you that:—

*Maryborough is the centre of Victoria!*

*It is the biggest junction station in the State, five different sets of rails converging on its broad platform.*

*In the normal season there are 25 train departures a day—two passenger, seven mixed, and 16 goods trains.*

*Approximately, 500 passengers arrive at and depart from the station daily.*

*The district's mileage is 658.*

*The staff at Maryborough total 272—Transportation 85, Rolling Stock 140, Way and Works 47.*

*The average pay roll per period for the station is £3060—Transportation £1100, Rolling Stock £1600, Way and Works £360.*

*The district has the longest straight run in the State—Melbourne to Yelta, 364 miles.*

*The 5.30 p.m. Melbourne-Mildura has the longest continuous run in the State—351½ miles, covered between 5.30 p.m. and 7.50 a.m.*

*Maryborough is the only country district in Victoria to run purely local sleeping cars.*

For the last four years, the district has never had a really slack season. Further, the heavy down loading ensures an adequate supply of empty trucks for Up loading, placing the district in the extremely satisfactory position of being practically self-contained as regards trucks.

The citrus and dried fruit traffic from famous Mildura is, of course, very heavy, and during the grain season, wheat from the Murrayville neighbourhood gives the railwayman plenty to occupy his time.

A normal season's wheat yield from the district is close on nine million bushels.



This is the staff who perform administrative duties in the District Superintendent's Office, Maryborough.

## "How I Get the Business!"

Having come under notice as an active seeker for business for the Department, Mr. W. L. Middleton, Stationmaster at Werribee, was asked by the Editor of the Magazine to describe, for the benefit of Victorian railwaymen, the methods he adopts. Here's what Mr. Middleton says:—

**W**ITH road motor competition becoming so pronounced, it behoves every railwayman, whose duty brings him, as a seller of transport, in contact with the clients of the Department, to examine his methods of salesmanship, and satisfy himself that such methods are as effective as those of his competitor in the motor road transport business.

As one who has had experience as a goods clerk and stationmaster in various parts of the State where road and sea transport competition is keen, my experiences in regaining railway business may be of interest.

Much good can be achieved by an informal call on local business people, and, by exercising a little tact, letting them feel that you will welcome any discussion on railway business. It engenders a spirit of confidence, and is very often the means of removing what has been a feeling of unjust treatment.

Convince these people that our organisation is out to help them, and they become an asset. Much good work in this regard can be done in advising them on claims, also in tracing missing or delayed consignments.

It is good to remember that our trade rivals are always pushing their business. In a certain town our opposition was handling the whole of the barley output of the district. I interviewed a few farmers, and found that they were under the impression that our rates were much higher than those of the opposition. They had certainly not received this information from the Railways. Needless to say, enlightenment gave us the business.

The manager of a big commercial concern once interviewed me in connection with the transport of an urgent consignment for export. His business had always been handled by an opposition firm, which failed him on this occasion. I obtained whole-hearted support

from Head Office, and his consignment was speedily landed at the port for shipment. This led to further negotiations, and we eventually secured his business, which averaged £5000 a year freight.

At another place I found road motor competition thriving. It carried merchandise from the city and returned with timber loading. I interviewed the manager of the timber mill, and found that our charges for this particular class of timber were on a wrong basis. Test weighings were made, and the charges placed on a proper basis, when we gained the business.

In the same town the carriers were unwittingly playing into the hands of motors by charging high rates from the local station. I arranged a conference of carriers and clients, carriers' charges were reduced, improved railway facilities given, certain misunderstandings re claims removed, and we regained the business.

A case once came under my notice where a large factory was sending the whole of its output to Melbourne by motor, whilst we were carrying the empty returns back from Melbourne free. The motor had a paying load both ways—the manufactured article on the up and general merchandise on the down. We are now handling the whole of this firm's output.

I find it a very excellent idea to attend local progress association meetings. At these meetings railway matters are freely discussed, and a much healthier spirit is fostered between the staff and the local townspeople.

This tends to make a railwayman's social life much more pleasant, and makes him realise that he is a very necessary part of the complex organisation of the modern business world.

### New Line in Northern Territory

Tenders have been called by the Commonwealth Commissioner of Railways for the construction of the extension of the Northern Territory railway from the present terminus, Emungalen to Daly Waters, a distance of 158½ miles.

The line will be built on the 3ft. 6in. gauge, but the bridges and culverts over which it has to pass will be wide enough to carry a 4ft. 8½in. gauge.

In order to avoid destruction by white ants, the sleepers are to be constructed of steel.

The cost of the work is estimated to be £1,545,000, and the extension will serve a wide area of pastoral land, and possibly help in the development of the Territory's mining industry.

It is not expected, however, to be a paying proposition for many years to come.

### The Success Family

*The Father is Work.*

*The Mother is Ambition.*

*The Sons are:*

*Common Sense*

*Perseverance*

*Honesty*

*Thoroughness*

*The Daughters are:*

*Character*

*Loyalty*

*Sincerity*

*Cheerfulness*

*The Baby is Opportunity.*

*Get acquainted with "The Old Man"  
and you will get along with the rest of  
the Family.*

# Magazine Train Describer Invented by Victorian Engineer



A Valuable  
adjunct to  
Railway Sig-  
nalling—First  
of its kind  
in the world

**A**LTHOUGH the most modern and efficient devices are employed in the signalling of trains on the Victorian Railways, much depends on the human factor in the handling of trains safely and expeditiously.

Efforts are always being made by trained officers to improve the system, and this phase of railway work has become an intense study, the objectives striven for being increased safety, more expeditious handling of trains, and the lessening of the work strain on the signalman.

With the advent of the automatic signal, whereby it is possible to have more than one train occupying the sections between signal boxes at one and the same time, it became apparent that a better system of ringing on or describing a train from one signal box to another, was desirable.

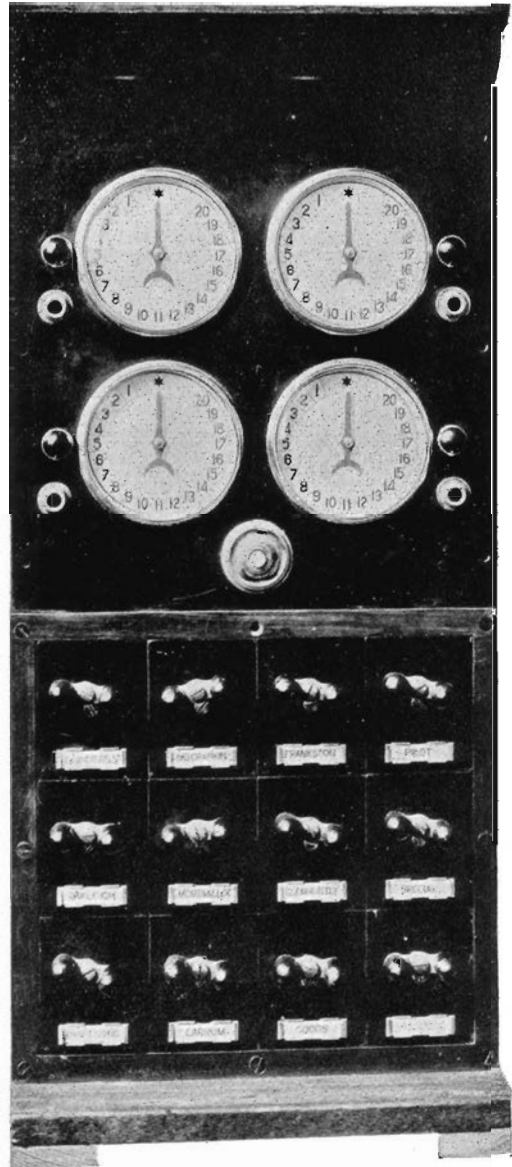
The present system of describing a train by means of a bell code, and logging the record in book, involves the co-operation of several parties, and entails a considerable effort of memory on the part of the signalman. It is noisy, often confusing, and requires frequent reference to the log-book.

## Automatic Signalling Requirements

The requirements under the new system of automatic signalling are firstly, that the signalman should receive indications (personally) of any trains immediately they enter the sections under his control; secondly, that the name and destination of each train, and the order in which it is placed on the section are displayed in an explicit manner; and, thirdly, that these indications of occupation or non-occupation of the section be set up without confusion or noise.

The apparatus, of course, must necessarily be very reliable, compact, easily and simply operated, and reasonable in price. It must be built to stand heavy and continuous usage, and have a capacity to provide at least 80 indications in groups depending upon the capacity of the line section for accommodating trains.

An apparatus which fulfils these specifications has been invented by Mr. E. G. Godfree, Telephone and Telegraph Engineer, of the Victorian Railways, and has been in actual service for more than 12 months on one of the busiest sections in the metropolitan area, and has operated approximately 160,000 times without failure.



A description of this device, a photo. of which is attached, is of interest.

The apparatus is termed a Magazine Train Describer. It is composed of two units, one transmitting and one receiving. These units may be divided when so required. The transmitting unit has a number of buttons or keys, which correspond to the names and destinations of the trains that traverse the section. These keys when operated cause a definite predetermined number of impulses, to be grouped and sent out on to line.

To describe a train, it is only necessary to





*The Goodwood Timber Co. has seven miles of 3ft. 6in. gauge running between Noojee and the timber camp named Goodwood. This is the loco., formerly owned by the West Australian Government, which is used on the line. Mr. A. E. Hyland, Chairman of the Victorian Railways Betterment Board, is standing on the left.*

operate the key or button corresponding to the information required to be sent. The impulses are received at the receiving station on a rotary control relay, which automatically selects a vacant position in the magazine of the receiving instrument, and then sets up the indication in its proper sequence.

The recording or indication relay is made in such a form that if a group of impulses is not received exactly as sent out, and as predetermined, the machine will not record an indication of a train in the section, but will give such information to the signalman that he will know that an indication was sent out but not received.

Arrangements for the cancelling of a train are provided for, and if an indication is wrongly transmitted and received, it can immediately be cancelled, but not without the knowledge and co-operation of both the sender and receiver.

#### Details of the Describer

On a section having a capacity of four trains, and which is traversed by trains having as many as 16 destinations, a sending instrument equipped with 17 buttons or keys would be provided; each key or button would be labelled with the destination or type of train, or such information as it is desired to transmit.

The receiving instrument would be equipped with four dials, numbered 1, 2, 3 and 4, respectively, and upon each dial would be 16 indications, corresponding to information on the sending keys, and in addition a disposal plug or button.

When a train is sent on from "A" the signalman operates the corresponding key, and an indication appears on the dial of the receiving instrument marked one (1) at "B." Should another train be despatched from "A" before the previous train has reached or departed from "B," the indication will be received and set up on dial (2) at "B," and so on for any succeeding train, until the section is occupied to its fullest capacity.

When the signalman departs the first train set up, he operates the disposal key. This

## New "Cash on Delivery" System

In response to requests by business people, the Victorian Railways Commissioners have decided to introduce what is known as the "Cash on Delivery" (C.O.D.) system for parcels (not including perishable live stock and birds) forwarded by passenger trains.

THIS method of parcels despatch has been in effect in Queensland and South Australia for some time, and has met with strong public approval. It has been found to simplify business dealings between firms and their customers, and also between individuals. The Commissioners anticipate that Victorian business firms will largely avail themselves of the arrangements.

The main feature of the C.O.D. system is that when a parcel is handed in for despatch by rail, the sender furnishes a special consignment note on which is entered the value of the contents, the railways then promptly forward the parcel with necessary advices to the destination, and the Stationmaster there collects the value of the parcel and the freight charges (if the freight has not been pre-paid) before the parcel is delivered to the addressee.

#### Railways Collect the Cash

The Railways accept responsibility for collection of the declared amount of the value of the contents, subject to a maximum of £50, or if the parcel be unclaimed at the expiration of 14 days or earlier period, if any specified by the sender, it will be returned to the sender.

Ordinary rates apply for the rail journey in respect of parcels sent under the C.O.D. system, and the Railways charge the sender a commission of 2½ per cent. on the declared value—minimum fee, 6d.—for the C.O.D. service. This commission is deducted from the monthly account rendered by the firms to the Railways Auditor, who promptly arranges settlement by official cheque of the firm's account.

Parcels may be sent under the C.O.D. system to or from all stations on Victorian lines in charge of a Stationmaster.

has the effect of eliminating the first train indication, and the second train is then automatically indicated as the first, and third train as the second, and so on.

The machine in this instance operates in a cycle of 4, and consequently the trains are disposed of in the same sequence as set up. It may be mentioned that any number of machines within reason, and that would probably meet all practical requirements, can be operated off the one circuit, and yet be quite independent of the operation of each other.

This facility finds excellent application when information as to the exact running of trains is required at locations other than in the signal boxes, such as at platforms, wicket gates, and supervising offices.

These machines have been manufactured by the Victorian Railways Department, and are the first of their kind in operation in the world.



In blissful ignorance of the fact that they have only 13 weeks of existence before them, scores and scores of young ducklings are at present waddling around the Railways Poultry Farm at Noble Park, leading a carefree life of ease and luxury. Sometimes they may idly speculate on the regular disappearance of their bigger companions, but not until their own turn comes round to be placed in a crate and forwarded to the departmental butchery does it occur to them that after all there are disadvantages in being a duck.

ACCORDING to the manager of the farm (Mr. T. Harding), this season has been a very good one for ducks.

"The season extends nominally from November and December to some time in March," he explains. "December is the best month, but we have a good, regular yield right into the middle of March. We should end up the season with a total output of 2700 ducks, all of which are consumed at the Railways refreshments rooms and in the dining cars.

"We keep the ducklings until they are about 13 weeks old, and then send them on to Mel-

bourne. Usually six crates go forward a week—two every day the parcels van runs. Each crate takes about 15 ducks."

All the farm's duck eggs are used for hatching purposes, and about 100 fortunate ducks dodge the fatal train trip to the city each season, being kept for breeding.

The best of care and attention is lavished on the ducks during their short period of existence. They are watered five times a day, their feed is specially prepared, and everything is done to ensure that when they reach the table they will be in prime condition.

*Start the New Year well—Send along a year's subscription for the Magazine—only 7s.*

## Peach Week was a Great Success

For the first time in the history of fruit growing in Victoria the whole of the Elberta peach crop was this year disposed of, largely as a result of the success which attended the organised campaign for disposal conducted during Peach Week.

Three thousand six hundred cases of peaches were disposed of during Peach Week by the fruit stalls of the Victorian Railways Department. One thousand two hundred cases were sold in the special stall at the Melbourne Town Hall, and thousands of cases were sold by individual fruit shops throughout the State. Not a single case of peaches had to be dumped as in previous years.

Growers are delighted with the success of the campaign. Not one of them was subjected to loss, and in most cases they made a good profit on their peach crop for the year. There have been widespread expressions of approval from growers in all parts of the State at the action of the Railways Commissioners in co-operating so heartily to ensure the success of the campaign.

Meanwhile, the scheme for the disposal of the soft fruit crop, whereby stationmasters are authorised to accept orders for fruit and despatch them to the Fruit Marketing Organisation for fulfilment, is working satisfactorily. During January, 1857 orders were received by stationmasters. During the first week of February, 881 orders were received, and during the week which ended on Saturday, February 13, 559 orders were received. Orders for approximately 4,000 cases have been received from stationmasters since the campaign opened.

There have been some delays in delivery, but the organisers' appeal for consideration because of the vagaries of the weather and the need for adjusting details incidental to the inauguration of a new and comprehensive scheme.

The Commissioners appreciate the co-operative spirit with which stationmasters worked to enlist orders in their districts, and it is to station staffs, in a large measure, that the success of the scheme is due. There are still many thousands of tons of fruit to be disposed of. Everyone benefits if the fruit crop is satisfactorily disposed of. Let us make this year a record so far as fruit sales are concerned.

**I**N the course of an interview on 18/1/26 with the Red Cliffs representative of "Sun-raysia Daily," Mr. Neil Haigh, of Seattle, U.S.A., branch manager for the firm of W. L. Comyn and Company, shipping agents and timber exporters, who was on a visit to Red Cliffs referred to the Victorian Railways "East-More-Fruit" campaign.

Mr. Haigh said that as soon as he arrived in Melbourne, his attention had been attracted to the posters and signs on the railway station hoardings and buildings advertising an "Eat-More-Fruit" campaign. He had seen these posters everywhere, and wherever he went he had found people talking about them and the fruit campaign slogans.

The secret of successful advertising, to his mind, was to make the public talk about the advertisements and the things advertised. From this point of view the "Eat-More-Fruit" campaign was thoroughly successful.

It did not matter what people said about the style of the advertisement, or whether they approved of the merits of the particular object of publicity. The essential thing was to make them talk, for even if someone did attack or ridicule the style of advertising or the thing advertised, there was always someone ready to take the opposite side and so further publicity was given and the object of the campaign was attained. In trains and on trams, he had heard passengers giving

their opinion for and against the "Eat-More-Fruit" campaign.

Continuing, Mr. Haigh said that he realised that the railways department had taken on itself to do this publicity work on behalf of the different sections of the fruit industry, and he knew that the justification of the effort was that the resultant increase in the sales of fruit would mean more freight and more revenue to the railways department.

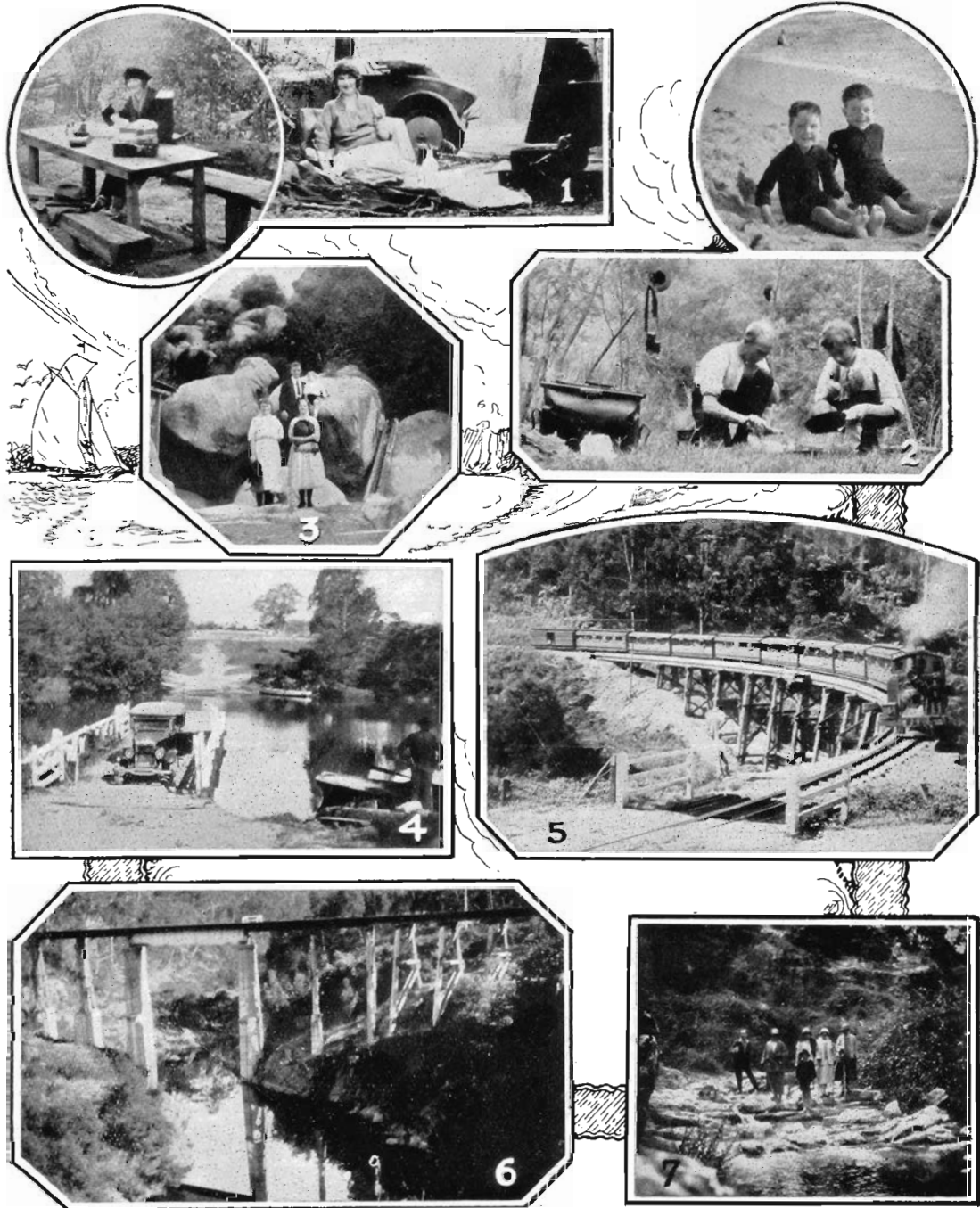
As to the thoroughness of the railways campaign, he could say that nowhere in the United States had he seen so much publicity given to any campaign as to the Victorian railways fruit campaign.

Further, the posters on the station hoardings were equal as regards color printing, general design, and pleasing appearance to anything he had seen in the States.

From every way the Victorian Railways Commissioners were to be congratulated on a most effective advertising campaign. Its example was one that should be followed in other parts of Australia, and the Federal Government should carry on publicity on the same lines in England. No doubt such a campaign would be expensive on an enlarged scale, but all connected with the fruit industry would reap the benefit. American dried fruits growers had by their publicity made "raisins" and "Sun-Maid" synonymous terms everywhere.

# Railwaymen's Cameras Record Holiday Impressions

(See page 37)



(1) In the National Forest (near Sherbrooke Falls), Belgrave. Miss S. L. Bransby (Accountant's Branch) taken after lunch. Sent in by R. F. Dunn, Miss 140, Head Office. (2) Camp at South Morang—Mr. W. A. Kennedy, Pattern Shop, Newport Workshops. (3) Magnetic Island, Townsville, Queensland—V. A. Bcker, Goulburn-street, Seymour. (4) Crossing Tambo River on a Punt, Gippsland Lakes—R. C. Romeu, Lad Porter, Rainbow. (5) Trestle Bridge, Gembrook Line—Mr. E. Vippond, 119 Somerset-street, Richmond. (6) Railway Bridge, Boggy Creek Nova Nova, Gippsland—Mr. C. T. Foster, R.S.M., Carnegie. (7) Liberty Springs, near Hepburn, Daylesford—Mr. Dowsett, 242 Glenhuntly-road, Elsternwick.

Industries Which Use The Railways

# Maryborough Has a Flourishing Mill



*Maryborough has a flourishing industry in its knitting mills, which give employment to 300 hands. So heavy has been the demand for the knit goods which the mills turn out that extensive additions, involving an outlay of £15,000, are at present being made to the plant and works.*

**S**ITUATED close to the railway station, the mills have a weekly turnover of 30,000 garments, which is expected to jump to well over 50,000 as soon as the workmen now engaged on the extension operations pack up their tools and depart.

Considering that the mills have only been in existence since May, 1923, the progress they have made and the influence they have had on the prosperity of the town has been remarkable. Orders are booming, and inside two months the present staff of 300 (whose weekly pay roll totals £750) is to be increased to 500.

The quality of the finished article turned out by the mills is as good, if not better, than the imported stuff. Most of the yarn comes from England, but all the knitting, bleaching, dyeing, and finishing off is done at Maryborough, and it is hoped eventually to tackle the spinning there also.

The mills are the only concern of their kind in the Commonwealth to turn out Milanese silk.

Machinery and equipment generally is right up to date, and, with the buildings, is valued at £100,000. It is from the plant at the mills that the town receives its electric light and power.

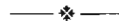
No one is more anxious than the Railways Department to see industries such as this flourishing in country towns and districts.

Busy country towns mean increased freight for the railways, employment in their own district for hundreds of local people, and better conditions all round.

The State Governor (Lord Stradbroke) has always taken a keen interest in the Maryborough mills.

In a recent address to the employes he exhorted them not to be content with the fact that their products were going all over Australia.

"Try to work up the industry," he urged, "so that you will produce more than Australia wants, and be able to sell to other parts of the world. Stick to your work, take pride in what you are turning out, and do your very best, and the industry is sure to go ahead."



## Prompt Movement of a Cattle Truck

Mr. D. A. McDonald, S.M., at Broadmeadows, brings to notice what is considered to be smart movement of a cattle truck.

On February 1, truck No. 128M left Elphinstone and arrived at Broadmeadows the same day. It was discharged, and left again on February 2 for Wallan on the 4.20 a.m. down empty goods. It arrived back loaded at Broadmeadows at 12.35 p.m. the same day.

Considering that the truck had to travel 19 miles each way, and the train had to work at four stations on each journey, it was certainly a smart piece of work.

# Use of Electricity as Power Supply is Increasing Rapidly

After 12 months' absence in England and America, the Chief Electrical Engineer (Mr. H. P. Colwell) has resumed duty with the Victorian Railways Department. Interviewed by the Magazine on his return, Mr. Colwell said:—

**I**N January last year I left Victoria for the purpose of studying electric railway and power station practice abroad. For this purpose I visited United States and Canada, also England, France, Italy, Switzerland, Germany and Sweden, arriving back in Australia at the end of December.



For the railwayman or electrical engineer who wishes to obtain experience abroad, America is the country which should be selected. There are several reasons why this is so.

Firstly, America, by its geographical arrangement, has developed along the lines on which we expect and hope

that Australia will develop. In other words, America is a country of long distances.

Secondly, the American railwayman or engineer adopts the policy of making freely available to all who want it any information which he may have.

While in America I had the opportunity of riding the passenger and freight train locomotives on the Chicago, Milwaukee and St. Paul Railway. This railway connects Seattle, on the West Coast, with Chicago, and has a total electrified route mileage of 648 miles, being the greatest example of trunk line electrification in the world.

## Freight Train a Mile Long

The freight train that I rode over the Rocky Mountain division was approximately a mile long, and was hauled by three electric locomotives equally spaced throughout the train. These locomotives were equipped with regenerative braking, and handled this train down the 1 per cent. grades without the operation of air brakes.

The Virginian, which has just been electrified, is the greatest example of heavy steam and electric railroading. This railway, which mainly handles coal traffic, operates the largest steam locomotives yet built, namely, Mallet engines, of 2-10-10-2 wheel arrangement, with a cylinder tractive force rating of 147,200, and Mallet engines of the 2-8-8-2 type, with a cylinder tractive force rating of 101,300. The weights of these engines with

tenders are 898,000lb. and 740,000lb. respectively.

This railway also operates coal trucks with a capacity of 120 tons, the total weight loaded being 180 tons.

At the time of my visit a train of 13,500 tons was being hauled daily by one of the larger steam locomotives just described.

The electric locomotives which have been placed in service on this road are the largest yet built, having a total weight of 1,275,000lb., and a starting tractive effort of 231,000lb. The economic results of this electrification are being awaited with considerable interest by railway operators.

The generation and utilisation of electrical energy is increasing at an extraordinary rate in the United States. Everywhere the problem of the power supply authority is to keep pace with the demand for additional power.

In Europe, the electrification of steam railways is proceeding rapidly, this applying particularly to France, Switzerland, Austria and Sweden. Italy already has a large electrified mileage.

In many of the European countries this conversion is being carried out as the result of the high price of coal and the availability of water power for power generating purposes.

## Electricity in the Rural Industries

In France, Germany and Sweden the supply of power for railway purposes is being carried out in conjunction with the supply for industrial purposes. Considerable attention is being given in these countries to the utilisation of electricity in the rural industries. In Sweden particularly a large percentage of the farmers are supplied with electricity, which is used for domestic purposes and for the operation of machinery used on a farm.

I have been asked many times since my return how our electrified suburban system compares with other countries. Obviously it is impossible to compare Melbourne with cities like New York and London. These cities, because of their size, have reached the density of traffic which necessitates special transportation facilities, these taking the form of subway or tube systems.

If, however, our system be compared with systems in cities of approximately the same population, it can be definitely stated that there is nothing in any part of the world to compare with our method of handling people to and from the business centre of a city. In most cities of equivalent size, the only transport facilities provided are comparatively slow steam suburban services and electric tramways.

# Good Service Brings Appreciation

*Somebody once said something about an ounce of appreciation being worth a ton of criticism. And so it is! Below are a few of the letters received last month, indicating varied acts of good service.*

**W**E thought it would interest you to know that for the three months ended December 10th, this company received by rail 24,633 cases of eggs, consigned from all corners of the State. Each case contained 20 10/12 dozen eggs—a total of 513,187 dozen—and out of this huge quantity only 70 dozen (value approximately £5) were smashed. It cannot be denied that these excellent results are largely due to our special filler, but even so such a record would be impossible were it not for the careful handling during transit, and the hearty co-operation we receive from all members of your staff.—**L. Lowsby, Secretary, Gippsland and Northern Co-operative Co. Ltd.**

**H**AVING met with an injury at Spencer-street Station about 1 p.m. on January 16th, I was taken in hand by several members of the Ambulance Corps and given prompt and efficient first aid treatment, and generally given very kind attention until able to go home. I am writing to you to convey my thanks to those members of the Corps who attended to me. I do not know all their names, but learned afterwards that two of the officials were Guard Collins and Porter Newsome. I also wish to express appreciation of the Commissioners' wisdom in providing such efficient first aid appliances at big stations.—**H. H. Arnold.**

**A**T a meeting of the Swan Hill Stock Agents' Association, held at the office of Edward Trenchard & Company on December 21st, the following motion was carried unanimously:—"That a letter of appreciation be sent to the local stationmaster and staff for their unflinching courtesy and attention during 1925.—Moved by **Mr. H. A. Hussey** (manager Dennys, Lascelles Ltd.), seconded by **Mr. W. D. Harris** (Manager, Adamson, Strettle and Co.)."

**I**HAVE been directed by the members of my band to convey their thanks for the splendid way in which arrangements were made for their recent travelling from Melbourne to Tungamah, and on the return journey likewise. We were all very comfortable. The stationmasters and staffs at Tungamah and Benalla were very attentive to us all, especially at Benalla, going and coming back.—**R. Young, Secretary, South and Port Melbourne Ladies' Original Pipe Band.**

**D**URING the afternoon of January 6 my wife had occasion to visit the city, and during the time she was engaged there took very ill and had to return home. On the way out she became so ill that she had to leave the train at South Yarra. She was just able to reach the nearest platform seat when she collapsed. Lad Porter W. Ryan, seeing her in this condition, assisted her to the stationmaster's office, where Assistant-stationmaster Callahan rendered her assistance and sympathy. On behalf of my wife and self, I wish to thank them for their great thoughtfulness. It makes one feel that the employes in our railway service are not only good fellows but imbued with gentlemanly instincts.—**Geo Dowsett.**

**I**AM writing you this letter of appreciation for the kindness and courtesy extended to my daughter by your head porter (Mr. Tom Page). I received a wire that she would arrive in Melbourne at 3.30 p.m. next day. On going to the station I was told that the only train from Koonwarra arrived at 1.30 p.m. Mr. Page told me he found a little girl on the platform crying. Mr. Page then kindly put her in charge of one of his men, who saw her safely in the Brunswick tram, from which she arrived safely home.—**J. Peashell, Parkville, writing to the S.M., Flinders-street.**

**T**O you who enter this station as a patron or friend, we who manage it give you welcome.

*We may never see you or know you, but we want you to feel welcome.*

*Human beings are here to care for you and to protect you. They are all of flesh and blood as you are; they have their hopes and ambitions, dreams and disappointments just as you have.*

*We are not going to intrude upon you, but leave you to your own desire.*

*Whatever rules there are here, were made for your protection and comfort, not to annoy you.*

*A good rule for a station is the Golden Rule, "Do as you'd be done by."*

*If we fail to serve you, let us know.*

*We believe that the average traveller is courteous, quiet, law-abiding and willing to do right.*

*May you find comfort here. May you have a safe and comfortable journey. May the friends or loved ones you come to bid good-bye, be safe, comfortable and happy on the way. May those whom you come to meet and greet be filled with happiness in your coming.*

*We are all Travelers from the Port of Birth to the Haven of Rest, so God keep you, stranger, and bring you your heart's desire.*

*And when you go from here may you leave a bit of grateful feeling.*

*A placard containing the above wording is posted in the Union Station at Nashville, Tenn., U.S.A.).*

**I**FEEL it my bounden duty to recognise the kindness shown by the Assistant S.M., and one of the clerks in his office at Bendigo on Friday, January 1st. Having travelled from Swan Hill to Bendigo with our two children en route to Melbourne, our train was delayed outside the Bendigo station, which made the time for transfer very limited. In the bustle, my suit case was missing. On reporting the matter, the Assistant S.M. and the clerk showed no end of interest, and did everything possible for its recovery. Their manner of address was all that could be desired.—**George Keir.**

**I**T is with pleasure I thank you for the prompt manner in which you despatched my tobacco plants from Tocumwal during 1925 season. I forwarded 541,000 plants through your station, and never had one complaint, which speaks well for your management and attention.—**Andy De Piazza, Myrtleford, to S.M., Tocumwal, N.S.W.**

## Railwaymen Take a Leading Part in Local Public Affairs

It is difficult to name any public body or athletic association in Maryborough which does not include a railwayman on its list of executive officers. It is probably the only borough in the State which possesses three railway councillors.

*Maryborough's three Railway Councillors and Water Trust Commissioners: Messrs. Sam Poole, Engine Driver; J. A. Roberts, Chief Clerk in the District Superintendent's office; and A. Barnes, Car Builder.*



FAMILIARLY, if somewhat irreverently known among the local staff as "The Three Wise Men from the East," Maryborough's railway councillors are Chief Clerk J. A. Roberts, of the District Superintendent's office; Car-builder Alf. Barnes, and Engine-driver Sam Poole. The three also act as Water Trust Commissioners.

In addition, Mr. Roberts is vice-president of the League Football Club, and a representative of the League of Victorian Wheelmen at the annual Highland Gathering, and other local sports meetings.

Cr. Barnes is secretary of the Motor Ambulance Car Committee, an official of the Highland Society, and president of the Pipe Band; while Cr. Poole is a life benefactor of the School of Mines and of the local hospital and ambulance.

The Rolling Stock branch has quite a number of public notabilities in its ranks. Storeman Les Kuffer, who won the championship at the last ambulance competitions and led his corps to victory in the novice event, and to second place in the senior event, is honorary ambulance attendant of the Football Club. He is also secretary of the Maryborough I.O.R., and acts as lap scorer for the ring events at the Highland Society's New Year sports.

Senior Driver George Fuller is member of the Maryborough District Hospital Committee, and the first railwayman to be elected to such a position; and Mr. J. H. Main is a member of the Motor Ambulance Car Committee and secretary of the U.A.O. Druids' Lodge.

Mr. Les. Phelan, of the District Superintendent's office, is hon. secretary of the League

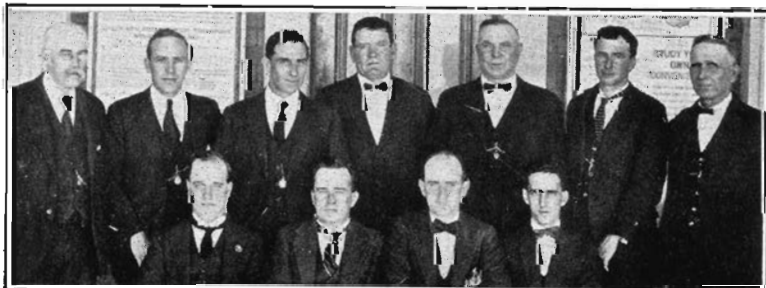
Football Club, manager of the Maryborough Cricket Club, and an official of the Highland sports.

His comrades in the Transportation branch include Mr. Wal. Willsher, who performs the secretarial duties of the district's Tennis Association; Mr. J. Withell, treasurer of the Easter Saturday picnic, and secretary of the local branch of the Institute; Mr. Walter Cowan, president of the local branch of the A.L.P.; Mr. Tom Walsh, president of the Motor Ambulance Car Committee and of the local branch of the Institute; Mr. R. H. Jones, secretary of the Maryborough branch of the A.R.U.; Mr. R. Rowlands, president of the Easter Saturday Picnic Committee; and Mr. T. Conroy, secretary of the I.N.F. Lodge.

The Way and Works representative is Mr. E. J. La Roche, who acts as secretary of the Picnic Committee.

Maryborough railwaymen can also claim to have representation on the staff of the local daily, "The Maryborough and Dunolly Advertiser," as the editor's right-hand man, Mr. J. L. Drew, had 33 years' experience in the railway service before yielding to the lure of the Inky Way. He is also secretary of the Progress Association, and of the Cricket Association.

This practical interest which Maryborough railwaymen have always taken in public matters had had much to do with the extremely friendly relations which exist between the townspeople and the railwaymen. There is good feeling everywhere, mutual respect, and a striking exemplification of what the "pull together" spirit can achieve.



*These Maryborough railwaymen devote much of their spare time to public affairs. Sitting (left to right): Messrs. L. Kuffer, R. Jones, J. Withell and W. Cowan. Standing: Messrs. J. Drew, W. Willsher, E. J. La Roche, C. Williams, T. Walsh, L. Phelan and G. Fuller.*





# That "Little Bit Extra" Is The Secret of Successful Service

(By Mr. E. JACKSON, District Rolling Stock Supt., Ballarat)

The "Little Bit Extra" is a potential cause of much evil and much good, according to its application; evil, when it draws us over the border line of moderation; good, when applied to service.

**WE** are always giving, receiving, buying or selling service. Our industrial, social, and domestic lives are built on it; the progress of the world is dependent on it; and the value of service in all phases of life is determined by the extent to which we apply the "Little Bit Extra."

"The Little Bit Extra"—kindness, courtesy, consideration, and thoughtfulness in our dealings with our fellow creatures, and the "Little Bit Extra" mental and physical effort in our daily avocation.

The average person will give, and does give, "the Little Bit Extra," and in most cases unintentionally. It is the natural bent to do so.

Here are a few examples of what the "Little Bit Extra" means:—

A man gives himself 10 minutes to walk from his home to join a train for his place of business. On some occasion he finds that he has only five minutes available (due perhaps to the fact that some member of his household has not given the "Little Bit Extra"). The "Little Bit Extra" speed gets him there.

## Applying the Principle to Service

A person inquires from the station director, "At what time does the next train for Ballarat leave?" Reply: "At 5.6 p.m.; and it leaves from No. 4 platform." The warmth of the "Thank you, very much" that was forthcoming was, I venture to say, actuated by the voluntary information that the train would leave No. 4 platform (the little bit extra).

You see a fellow creature carrying two bags, both obviously too heavy for him. He asks you to assist him by carrying one. You reply, "Certainly, I will; and I will carry both" (the little bit extra). Therein lies the value of your service for him.

I have now reached the point where the application of the "Little Bit Extra" to our service as railwaymen might be stressed. The opportunity for applying and the need for the "Little Bit Extra" presents itself to every employe, from the chairman down to the messenger boy, in every line of service and every phase of railway operation.

Each one of us knows, or should know, when and how to apply it. Perhaps no one can apply the "Little Bit Extra" to greater advantage than those actively concerned in the actual running of trains—enginemen, guards, station staffs, train examiners, etc.

Before the departure of a train definite time allowances are fixed for the preparation of the engine and for the examination of the train. These times are fixed to meet average conditions, but no man can reasonably say they cannot be reduced by the application of the "Little Bit Extra" effort when the need for so doing is apparent.

It is essential that the train should leave on time. If, for any reason, the engine crew are five minutes late in getting a start at their engine preparation, would it be unreasonable for them to overtake that five minutes by a "Little Bit Extra" effort?

If the engine is five minutes late out, would it be unreasonable for the yard staff and train examiner to wipe off the debit by a "Little Bit Extra" effort?

If the train leaves five minutes late, would it be unreasonable for the driver to pick it up in the journey (subject, of course, to the observance of all safety factors) by getting a "Little Bit Extra" out of the engine?

If the train arrives 15 minutes late at the roadside station, at which 15 minutes is allowed for station work, would it be unreasonable for all concerned at that station to give the little bit extra effort and do the work in 10 minutes and so overtake the debit?

## An Imaginary Picture

I am pleased to say that the picture that I have painted is an imaginary one, and if there are isolated cases where the value of the "Little Bit Extra" has not been appreciated, it has been, no doubt, due, in most cases, to the fallibility of the human element.

In conclusion, I would like to say that this is not speeding up propaganda. It is merely a reminder of what has been done already by the vast majority of our comrades, and a reminder to the few who may lag that their comrades are obliged to give the "Little Bit Extra" to wipe out their debit, and as a general reminder to all that the "Little Bit Extra" is, in its application to service, the thing that counts most for happiness, progress and prosperity.

—\*—

Preparations are now being made for "Back to Maryborough" week, which will be held from April 23 to May 1. Old residents are expected from all over the Commonwealth, a special train will be run from Melbourne, and the town's soldier memorial will be unveiled.

# HOLIDAY IN BALLARAT



STURT STREET

**THE LOVELIEST  
INLAND  
CITY  
IN AUSTRALIA**



NOTABLE FOR  
ITS  
WONDERFUL  
BEGONIAS



BOTANICAL GARDENS

*Produced in striking and effective colours, this poster, issued by the Victorian Railway Commissioners, directs attention to Ballarat as a tourist centre or a desirable place for the week-end to spend an enjoyable time.*

## The Holiday Photographic Contest is Popular

*The holiday photographic contest continues as popular as ever, and a large number of photographs were received during the month.*

*The first prize of £1/1/- goes to Mr. R. F. Dunn, Room 140, Head Office, and the second prize to Mr. W. Q. Kennedy, Patternshop, Newport. Both have got the holiday spirit—Mr. Dunn, with his two pictures of holidays in the hills, and Mr. Kennedy, with the view of himself and his son frying over their camp fire. His second contribution of two healthy happy kiddies at the beach represent the real holiday feeling.*

*Other photographs which were considered of merit are reproduced on page 31.*

*Photographs for the competition were also received from:—*

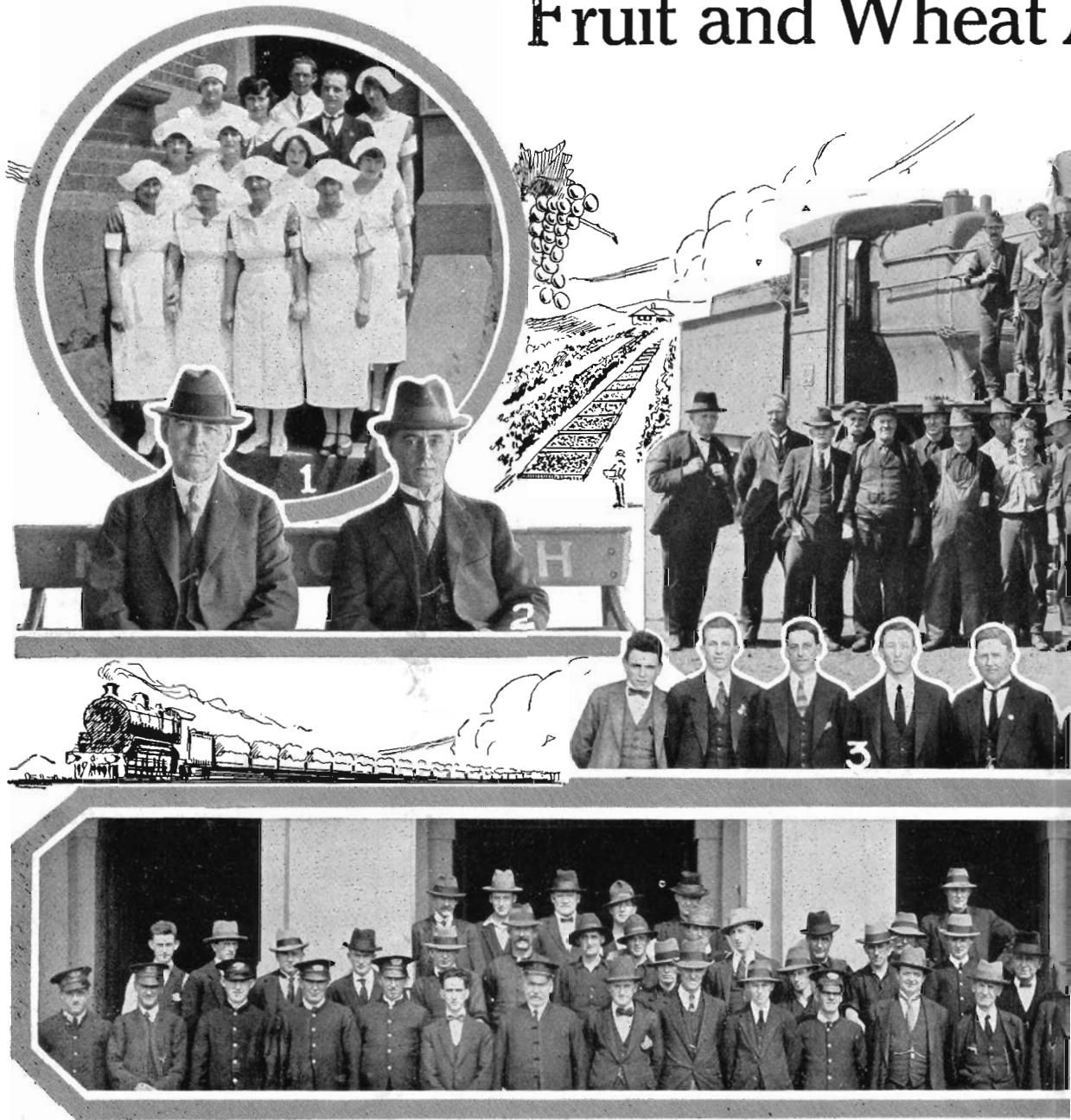
*Mr. R. A. Connolly, Assistant Engineer-in-Charge, Testing Division, Spencer-street; Mr. C. Arman, Junior Clerk, Construction Branch; Mr. R. Tudor, Car and Waggon Shops, North Melbourne; Mr. J. May, Junior Clerk, Construction Branch; Mr. C. T. Foster, Assistant Stationmaster, Carnegie; Mr. Jack Kelly, 10 Castle-street, Williamstown; Mr. Edward Crew, 40 Ballarat-street, Yarraville.*

*Some of these photographs were excellent as pictures of fine scenery, but did not portray the holiday spirit upon which this competition is based.*

*The competition will be continued for another month. Let us have pictures portraying personalities enjoying their holidays to the full. (See page 31)*

*When you have read your copy of th Magazine, please pass it on.*

# Maryborough Railway Personnel Fruit and Wheat



(1) Although there were 13 in this group of the Maryborough Refreshment Room Staff, they all faced the rear. (2) Mr. H. E. Russell, the District Superintendent, and Mr. E. Hinds, the District Rolling Stock Superintendent, perform administrative duties at the loco. depot. (4) Some of the Rolling Stock Staff who dropped hammer and tongs at Maryborough. (5) Maryborough's Morse experts—Messrs. G. Chapman, J. Morris, G. Boyd, J. Ross, G. Sharp and Widdicoat, Road Foreman F. . .

# Directs Traffic To and From the Areas



the camera with a brave smile. The Relieving Manager (Mr. A. Rubeo) and his wife are standing at the Superintendent. (3) Messrs. J. Symons, H. Lumm, F. Kent, R. Hill, L. Deller and W. T. James, who farmers and oilcans for five minutes to give the photographer a "fair go." (5) The depot foreman, Mr. R. and G. Skene. (7) Stationmaster Gleeson formed his yard and station staff into a docile group. (8) Mary-front, with their coats on, are the administrators—Leading-Carpenter J. Calman, Acting Works Foreman J. F. Kerr and F. Brent (clerk).

# All Districts Active in the Fruit Campaign

## Fruit Publicity Commended

The Chief Railways Commissioner (Mr. H. W. Clapp) deserves the thanks of the fruitgrowers for the manner in which he has pushed the sales of fruit in the metropolitan area during the past few years. So says the "Countryman," the official organ of the Victorian Farmers Union, in its issue of January 22.

He and his fellow Commissioners have entered whole-heartedly into the fruit campaign, the article continues, and the increased consumption of fruit in the city has been mainly due to the fine publicity arranged by the railways.

To try and create among the public a genuine "fruit habit," Mr. Clapp has used the whole of the resources of his publicity department to broadcast catchy slogans and attractive posters.

Not only has Mr. Clapp fostered the "Eat More Fruit" habit through live-wire publicity, but he has also assisted the fruitgrowers by pushing the sale of fruit in his refreshment rooms, establishing fruit kiosks at stations, allowing stationmasters right throughout the State to collect orders, and by giving special rates for the carriage of case lots.

The charge has been laid against the growers in the past that Mr. Clapp has been more active in the sale of fruit than they have been themselves.

Whether that has been so or not, the charge cannot be made now. Growers are keenly alive to the value of the railways activities, and a special organisation, composed of growers, has been formed to co-operate with the railways in the campaign.

Despite the fine publicity of the past few years, Victorians are not eating nearly as much fruit as they should. The cry is still heard in the suburbs of Melbourne that good fruit is practically unobtainable.

The present season promises to be a record one as far as home consumption is concerned, and much of the credit for the satisfactory situation can be given to Mr. Clapp.

## An "Eat More Fruit" Song

Even songs may be successfully used in an extensive advertising campaign, as witness the following, which was widely sung in England:—

### Eat More Fruit.

Everywhere it's advertised, "eat more fruit,"  
I think that's a good idea, yes, eat more fruit!  
In prehistoric days they used to live long lives,  
Well, Solomon, as we all know, he had a thousand wives, So

### Chorus.

Eat more fruit, eat more fruit,  
Don't eat mutton, don't eat lamb, don't eat beef,  
don't eat ham,  
Then you'll find, then you'll find,  
You'll live to ninety-nine before you scoot, scoot,  
scoot.  
What did Eve say to Adam, the saucy little madam,  
"Ah! Adam, you must eat more fruit."

Bertie took his Angeline out one night,  
Took her out to dine, and what an appetite,  
And when he'd got his bill, just five pounds six  
and three,  
He said to her, "The next time, dear, that you  
come out with me—

Chorus—"Eat more fruit . . ."  
Britain's very fond of sport there's no doubt,  
Ev'ry game we enter for we get knocked out,  
We never seem to get a boxer with a bliff,  
We'd have a lot of champions in Britain really  
if:—We

Chorus—"Eat more fruit . . ."

## Red Cliffs Fruit Doings

THE fruit season started in February, and approximately 5000 tons of grapes will be forwarded by rail, 4000 of which will be sultanas. The other 1000 tons will be Gordos, on which the settlers are pinning great faith, and if they can get a satisfactory market, for which they are negotiating, it will be a distinct advantage.

The tomato season was not as good as anticipated, owing to black spot. The fruit withered as soon as it came to fruition. Some very good yields were obtained, however, and prices were good. An effort will be made to overcome the disease in subsequent years.

Two new packing sheds have been built, and will be utilised for this season's pack. The companies are negotiating for permanent siding accommodation to each of the sheds, which should be available for next year. The provision of these sidings will relieve the congestion in station yard, and give better facilities for handling the fruit, be of greater convenience to industrial block holders, and encourage building operations generally.

## Seymour D.S. Reports

Up to date a total of 1567 trucks of fruit have been railed from Shepparton, as against 1661 trucks for the corresponding period last season. The slight decrease to date is accounted for by the fact that the apricot crop was affected by hail when ripening.

At the Shepparton Cannery 400 employes are now hard at work processing pears, which are of excellent quality.

The Shepparton "News" of Monday, February 8, stresses the great value of the Departmental publicity campaign with regard to the disposal of the fresh fruit crop, which has resulted in practically the whole of the Elberta crop of peaches being disposed of satisfactorily.

The Journal goes on to say:—"The slogans of the Railway Commissioners have been condemned by super-aesthetic city folk as a disfigurement of Flinders Street Station, but if such people knew what it means to live on an orchard, and to experience the relief that Peach Week has brought to the hearts of the growers and their wives, who were led, in the first instance, to undertake the wholesale planting of Elberta peach trees, they would regard the slogans from a different standpoint."

During the week ending February 5, 1926, a total of 580 tons of fruit was despatched from Shepparton Railway Station.

## Fruit Trucks at Maryborough

Two trucks of peaches and pears arrived in the Maryborough district from Shepparton during the first fortnight of February. The staff accepted orders in advance, and it was found that the demand exceeded the supply. Mr. J. T. Roscholler, Train Running Officer, took charge of the organising work in connection with the trips.

## N.S.W. Railways Interested

According to the Griffith (N.S.W.) correspondent to the "Age" the New South Wales authorities are embarking on a scheme to increase the consumption of fruit, fresh, canned or dried, and to that end Mr. Eittershank, second in charge of the New South Wales Railway Refreshment Rooms, has visited the Murrumbidgee irrigation areas to discuss with growers the best methods of conducting a "boost" campaign for their mutual benefit.

Why My Job Is Important

## Porters Have the Reputation of the Department in Their Keeping

*Porters, in most cases, are the direct representatives of the Commissioners at the station where they are located, and travellers are naturally inclined to form their opinion of railwaymen generally from the treatment they receive from the local porter. His job, therefore, is of importance in the scheme of railway service. Mr. F. P. Armour, senior porter, Maryborough, for the last 28 years, passes on some sound thoughts.*

**C**ONSTANT dripping will wear away a stone. We all know that. The only excuse I have for commencing with such a well-worn truism is because I want to stress the fact that a railway porter's patience and courtesy must possess more durability than the toughest stone known to a geologist.

When a porter is called upon to answer the same question, scores of times on a hot dusty afternoon in the middle of a rush period, there is undeniably a great temptation to become a little abrupt. The constant repetition slowly saps away the patient and courteous attitude which a porter always tries to adopt — just like the action of the water on the stone.

Courtesy, however, is the basis of our job. We are paid to be courteous, to assist passengers, direct them, advise them, and generally make their journey as comfortable as possible.

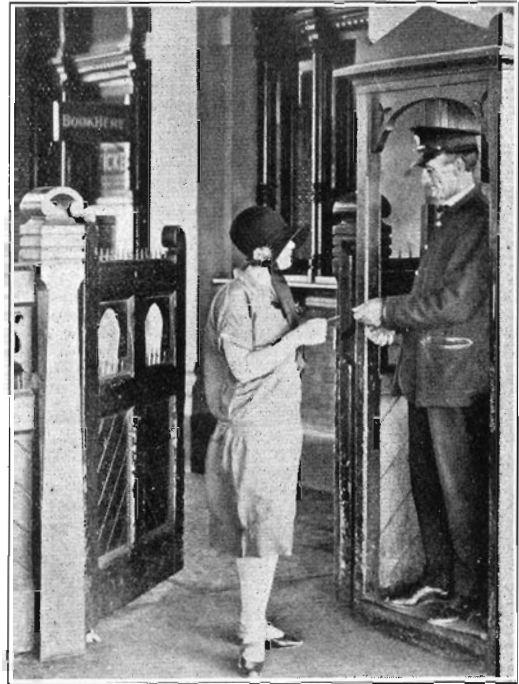
Speaking from my own experience, I have found that a courteous reply or a sympathetic hearing will work wonders in the case of the most disgruntled and short-tempered passenger. Not only is the traveller soothed, but the porter himself has less trouble and no argument.

Ticket collection is, of course, another vitally important aspect of the porter's job. Alertness on the barrier will do much to stop the leaks in passenger revenue.

On the shoulders of the porter falls also the work of cleaning the station premises. We work to a rigid time-table at Maryborough—otherwise we'd never get the work done.

Brasswork is cleaned every day, the long platform is swept twice daily, the points are attended to each afternoon, the general waiting room on Tuesdays and the guards' and porters' quarters on Saturdays. On Monday the main entrance hall is scrubbed, and three times a week our 50 odd windows are thoroughly cleaned.

We pride ourselves on the fact that we have never heard a passenger being misdirected at this station. Every day three trains are drawn up together at the platform—the 12.47 p.m. Ararat, 12.52 p.m. Ballarat, and 1.5 p.m. Woomelang—so that unless the porters are very careful there is some risk of casual passengers getting into the wrong train. As I



say, though, we have yet to hear of this occurring.

Usually a railwayman who writes something after the style of these rambling notes, which I have thrown together, can relate a host of anecdotes about the peculiar and ridiculous questions which he has been asked at some time or another. Personally, I can't at the moment recall such an incident coming under my notice. I have found the public in the main sensible and reasonable, and very appreciative of courtesy.

If you let them see that you're anxious to do what you can to help them, well, in 99 cases out of 100, they'll meet you more than half-way.

And there's no doubt about it, better feeling makes a porter's job—in fact, any railwayman's job—more of a pleasure and less of an arduous task.

*Cut this out and keep it by you:—  
"I am an old man, and have had many troubles, but most of them never happened."*

*When things are blue, read the above, and be encouraged thereby.*

# District Transportation Activities

Practically all the districts were affected by bush fires during last month, reference to which is made elsewhere in this issue. The effects of the dry weather have been noticeable on the quantity of traffic offering, and the comparatively small wheat crop has meant that there has been less wheat loading this season. In some districts most of the district wheat has already been transported.

## Dandenong District

NOT for some considerable time has the Gippsland District experienced such a lengthy period of dry weather, and whilst heavy rains would not benefit the cereal crops, many acres of sun-baked pasture lands would be the better for rain. Bush fires have swept over a considerable portion of the district, but the only serious damage occasioned was in the Lang Lang-Nyora section.

Arrangements are now being completed for the transport of fruit from the Dandenong-Pakenham area. A heavy output is expected. Small quantities are at present going forward for metropolitan market, and are meeting with ready sale and sound prices, owing to their freshness and high quality.

Potatoes and onions are coming forward in response to the sound market prices.

Maize and beet crops are looking well, especially those in the irrigated area in the Maffra-Briagolong district.

Sawn timber, firewood, coal and briquettes are yielding an average output.

Generally speaking, the Eastern District is maintaining its standard of inwards and outwards loading, and gives every indication that there will be no slackening.

## Geelong District

A RECORD coal traffic was dealt with at the Geelong Pier during the twelve months ended December 31st, 1925, the totals for the last three years being:—

Year.	Tonnage.
1923 .. .. .	150,397
1924 .. .. .	210,160
1925 .. .. .	232,403

During January, 1926, four boats discharged coal amounting to 13,815 tons.

In consequence of the lower yield throughout the State, there has been a big retrogression in the number of bags of wheat received at Geelong in comparison to last year's traffic:—

Season.	Bags in Stacks.	Shipped.
Up to 9/2/25 .. ..	914,870	643,981
Up to 9/2/26 .. ..	509,497	187,470

Considerable sales of broad acres and houses have been effected throughout the Geelong District during the past few weeks. Cr. J. S. Hunt's property of 1435 acres at Moriac, which is suitable for the growing of clover and cereal crops, was subdivided into six allotments, from 141 to 308 acres:—Lots Nos. 1, 2 and 6 of a total acreage of 827 acres were purchased by Messrs. Deppeler Bros., which will be converted into an up-to-date farm.

The crop of new potatoes is now being dug and despatched by rail to Melbourne. Growers report that results are poor, on account of the dry season. An excellent crop of green peas was harvested throughout the district, and an average of two trucks daily were loaded and forwarded to Melbourne Markets.

A syndicate has taken over the property known as "Clifton Springs," and extensive improvements will be carried out at an early date. The residential hotel will be rebuilt, whilst tennis courts, croquet lawns and a golf course have been laid out. The mineral springs there are said to compare favourably with those at Daylesford.

## Bendigo District

THE long dry spell of weather is causing concern. In a number of places there is a shortage of water, both for domestic and railway purposes; but conditions cannot be described as drought, for in no part of the district is stock in poor condition.

Naturalists, from their study of native fauna, give it as their opinion that next season will be good.

The dry spell is not seriously affecting the grape harvest at Tresco, Murrawee, Woorinen and Nyah-west, where the growers are expecting returns in excess of those obtained last year. The citrus crop is also showing promise.

The extension of the line from Kooloonong to Yungera is nearing completion, and should be open for general traffic early in March. The country through which this line runs is good mallee land, and the terminus is about eight miles from the River Murray.

Most of the district wheat has been transported, and farmers are busy preparing the land for the drill.

## Ballarat District

DURING January the Commissioners made a thorough inspection of the stations on the down side of Ballarat to Serviceton. The tour was held much earlier in the year on this occasion, and afforded an excellent opportunity to view the wheat harvest and transportation in full swing.

Hot weather was experienced, and at Warracknabeal a severe dust storm prevailed on the occasion of the Commissioners' visit. A visit was paid to Longerenong College, near Dooen, where the Commissioners were impressed with the manner in which Victoria's young farmers are educated on a scientific basis.

The following letter appeared in the "Stawell News" on January 30th:—

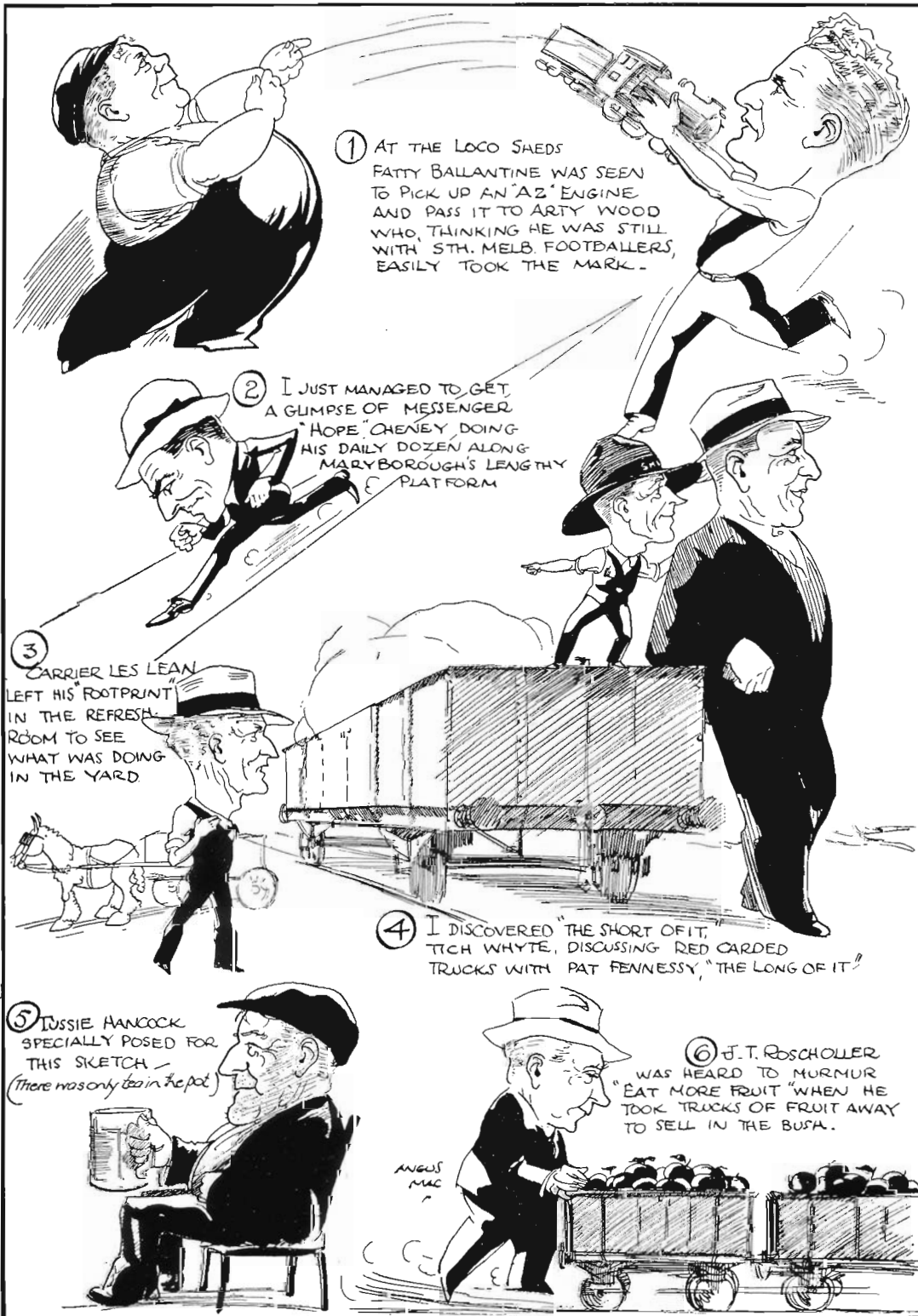
Sir,—We wish to express our appreciation to the Railway Department for the very generous treatment we have received from all the different staffs connected with the Victorian Railways in our district. We cannot speak too highly of the courtesy we have received from all grades of the service, and more particularly the staff at Stawell. As big users of the railway in the transit of stock, etc., the utmost promptitude is given us in the despatch and unloading of stock, and it is only fair to the enginemens, shunters and staff that the Commissioners should know how we appreciate their services.—Yours, etc.,

MITCHELL BROS. & WHITE,

Stock Agents.

TWO new bookstalls have been placed at Ballarat. One on the south platform, a handsome piece of work of Tasmanian hardwood, considerably enhances the appearance of the station, and is a vast improvement on the old stall. The new stall is bigger, and the three-glass sides and front permit of a liberal and tasteful display of literature for young and old. The stall for the north side, while not so big, is of the same timber, but has not yet been placed in position. Mr. Clowes, the lessee, and his assistant, Mr. Jack Forest, are experiencing a busy time.

# Maryborough Railwaymen as Glimpsed by Our Artist



① AT THE LOCO SHEDS  
FATTY BALLANTINE WAS SEEN  
TO PICK UP AN "AZ" ENGINE,  
AND PASS IT TO ARTY WOOD  
WHO, THINKING HE WAS STILL  
WITH STH. MELB. FOOTBALLERS,  
EASILY TOOK THE MARK.

② I JUST MANAGED TO GET  
A GLIMPSE OF MESSENGER  
"HOPE" CHENEY DOING  
HIS DAILY DOZEN ALONG  
MARYBOROUGH'S LENGTHY  
PLATFORM

③ "CARRIER LES LEAN"  
LEFT HIS "FOOTPRINT"  
IN THE REFRESH-  
ROOM TO SEE  
WHAT WAS DOING  
IN THE YARD

④ I DISCOVERED "THE SHORT OF IT,"  
TITCH WHYTE, DISCUSSING RED CARDED  
TRUCKS WITH PAT FENNESSY, "THE LONG OF IT."

⑤ TUSSIE HANCOCK  
SPECIALLY POSED FOR  
THIS SKETCH -  
(There was only tea in the pot)

⑥ J. T. ROSCHOLLER  
WAS HEARD TO MURMUR  
"EAT MORE FRUIT" WHEN HE  
TOOK TRUCKS OF FRUIT AWAY  
TO SELL IN THE BUSH.

ANGUS  
MAC



# Way and Works Undertakings

## Oakleigh District

**I**NSTRUCTIONS have now been issued for the provision of two new stations in this district, one between Ivanhoe and Heidelberg and the other between Ringwood and Bayswater. Work has already been commenced, and that at the latter is well advanced. Bonbeach station has been completed.

The work of reconditioning the tram tracks on the St. Kilda to Brighton Electric Street Railway is well in hand, and portion of the line near Elwood has been diverted to allow of a reinforced concrete mat foundation being provided under the track. In addition to the reinforced foundations the wearing surface of the track is also receiving attention at this locality, and other portions along the line by the application of a bituminous penetration process.

Portion of the track on the Darling line, between Tooronga and Gardiner, is being relaid with 100 lb. rails.

Gangs are concentrating on renewal of fish-bolts and provision of spring washers to bring about a completion of the Tight Bolt Campaign.

The rearrangement of the combined depots at Flinders-street is progressing satisfactorily.

## Bendigo District

**A** NEW siding and turntable for rail motor have been constructed at Heathcote.

A special gang has been employed adjusting creep on main line between Sunbury and St. Albans, which work is nearing completion.

Good progress is being made with the erection of new offices for carriers at Bendigo.

Repairs to Big Hill tunnel, near Ravenswood, have been completed.

New stock yards are being erected at Clarkfield, and the erection of new stock yards at Elphinstone will be commenced at an early date.

The construction of reinforced concrete culverts on the Echuca-Deniliquin line is well in hand.

## Ballarat District

**T**HE work of providing extra accommodation for the crossing of trains at Ballan was put in hand. The siding for the new Works Depot at Dimboola was completed during the month, and the work of erecting the buildings is in hand.

A siding for the Mildura Shire Council was provided on the Werrum line. C class engines are now running between Ballarat and Donald. The excavation for dam at Diapur has been completed, an amount of 22,000 cubic yards being taken out.

Owing to the dryness of the season, the supply of water at stations and residences became very depleted, and the carrying of large supplies of water has been necessary.

The work of strengthening the track, Donald to Woomelang, to permit of a speed of 50 miles an hour for A2 engines, was also completed.

## Geelong District

**A**LTHOUGH bush fires of considerable extent have been much in evidence in this district during the recent spell of heat, the Department has experienced fortune with its property, as in no instance has damage worth mentioning occurred within railway boundaries.

At Colac additional accommodation has been provided at the Goods Shed. At that station the passenger platform has also been extended for a distance of 35ft. This has greatly facilitated the working of the station. It is now not necessary for engines to uncouple to take water without pulling the first carriage beyond the limits of the platform, thereby allowing passengers to entrain and alight whilst the engine is taking water.

At Geelong, business has, within the last few months, increased considerably, and it has been found necessary to enlarge the Parcels Office. The only means of so doing was by altering the position of the Head Porter's Room, and making additional provision for bicycles, and this has been done.

With the running of heavy and long trains drawn by C class engines, conveying wheat, on the Gheringhap to Maroona line, it was necessary to strengthen the line with additional sleepers and ballast.

# Daylesford Has Trout Streams and Mineral Springs

**W**ATERS in the Daylesford district are earning a reputation as trout streams. Since 1922 about 2000 young trout have been liberated by the Daylesford Anglers' Club and the Fisheries and Game Department.

The best streams are Leitch's Creek and Wallaby Creek, which flow into the Kangaroo Creek, and then join the Loddon River a quarter of a mile below the Loddon Falls.

Trout up to 5½lb. have been taken from these streams this season, the best catch for one angler in one day being three trout—4lb., 3½lb., and 3¼lb. respectively.

Excellent scenery is all along these streams. The large walls of rock around and through which the creeks travel form some magnificent settings.

The creeks can be reached by good roads with a car and the camping grounds are ideal for picnic parties. Numerous mineral water springs in the natural state can be found at intervals along these streams, and help to make this district most attractive. Rabbits are also in abundance for the shooter.

Mr. Lewis, Chief Inspector of Fisheries, on a recent visit to Daylesford, voiced his opinion of these streams as being "ideal trout streams."

Good catches are also being made at the Hepburn Reservoir, situated within 10 minutes' walk of the famous Hepburn Mineral Springs. This reservoir is the only water in the State which contains rainbow trout.

Jubilee Lake, on the Wombat Creek, is a very pretty spot, and one of the main attractions to

Daylesford for the tourist. Good fishing is available here, and boats are for hire.

Good trout are also being caught in the Jim Crow Creek, which is fed by Stony Creek and Sailors' Creek. On this stream, Hard Hill, Sutton and Tipperary mineral springs are situated.

## Reservoir Stocked With Trout

Bullarto Reservoir (Daylesford's water supply) is situated seven miles from Daylesford and one mile and a half from Bullarto railway station. This reservoir is very heavily stocked with trout, one metropolitan angler taking 16 up to 3½lb., while fly fishing.

Birch's Creek and the Newlyn Reservoir, 11 miles from Daylesford and one mile from Newlyn station, have been heavily stocked with both rainbow and brown trout by the Ballarat Fish Acclimatisation Society and the Fisheries Department, and excellent sport is obtainable.

Hepburn Lagoon, a three-mile sheet of water, containing English perch and tench, is a good spot for spinning.

A hatch box is being placed at Daylesford from which 2000 trout fry will be liberated each year. Good sport for the future is assured.

Anyone visiting Daylesford will not only find good fishing, but the place itself is very attractive, both for its famous mineral springs and beautiful scenery. From Wombat Hill, the public gardens, overlooking the town, one can rest on the lawns and look over miles of surrounding country.

## Interesting Railway People

### One of Maryborough's Best-known Guards Knows Everyone

WAY back in 1889, a young railwayman called W. T. Sutton proudly donned a porter's cap and walked up the big platform at Maryborough for the first time.

Mining was in full swing at that time, and people from all parts of the world were rushing to Maryborough to search for the gold that lay hidden in the neighbourhood. Twenty-four porters were needed to handle the traffic at the station, and on Saturday nights six and seven car trains would return to Avoca, packed full with the crowds who had thronged to Maryborough for a night's amusement.

Thirty-seven years have elapsed since then, and the former young porter has become one of the best known and most popular guards in the district. The people he doesn't know in Maryborough are strangers, and the railwayman who has to ask who Bill Sutton is is as rare as the dodo.

Before Bill assumed possession of a green flag he lumped parcels and signed waybills as parcels porter at Maryborough for 15 years, and also had shunting experience for a further 12 months.

And now, with the hand of Time remorselessly pressing onward, the indications are that he will finish up at the station which first saw him in railway uniform.



### A Veteran Who Helped Build the Ararat-Hamilton Line



EVERYBODY at Maryborough has got something nice to say about old Joe Boyle, who signed his last railway pay sheet in August, 1912, after 35 years' service, 23 of which were spent at Maryborough.

He joined up in 1877, and worked as a repairer on the construction of the Ararat-Hamilton line. The length he was first on was the Willaura (or Wickliffe Road, as it was then known) to Glen Thompson section, and his first boss was the late Inspector Smith, who filled the position which we call Roadmaster nowadays.

He subsequently became depot ganger, and had experience in different parts of the State on re-grading and re-laying work before coming to Maryborough. At that time the Institute's general secretary (Mr. A. Galbraith) was working as a signaller in the "B" signal box.

Joe Boyle can proudly recall that he won no less than five prizes for best-kept lengths during his career, and can talk intimately of railwaymen like Superintendents Clarke and C. T. Spencer.

Although he has now been off the job for 13 years, the old railway spirit is still fresh in his blood, and every day sees him up at the station, where all the staff know him as well as the District Superintendent. His years don't seem to trouble him at all, and he is a remarkably fine advertisement for the quality of the Maryborough air. He has put in a good deal of work in the grounds of the local Institute centre, and had much to do with the laying of the croquet lawn.

### Forty Years' Service at the One Station is a Rare Record

TO spend a 40 years' railway career at the one station is surely very rare in the history of the Victorian Railways. Yet Mr. J. Bishop, who retired from the position of leading lighter-up at Maryborough in 1922, is one, at any rate, who possesses that distinction.

For two score years he signed on and off in a Maryborough roll book, and half that time he was on night shift.

When he first appeared on the scene at the old mining town, the late Mr. Franks was Stationmaster, and John Upton was loco. foreman. Mr. Bishop has seen all the changes that have taken place since that time, and is still one of Maryborough's popular old identities, being a familiar and welcome visitor at the local railway offices and depot.

When the present loco. depot was opened he was in charge, and watched the engines arrive from their old shelter, which used to be on the further side of the station.

Mr. Bishop carries the burden of his years well, and his eye is as bright and his step as jaunty as that of the average man of 40. Mining has always had a certain attraction for him—possibly from early associations during the gold rush—and such is his vitality that even now he occasionally indulges in the fascinating pursuit of rummaging around in search for a second "Welcome Stranger" nugget.



## Courtesy Defined

**T**REATING a customer like a rich uncle, so that you may extract his coin, is not courtesy—that's foresight.

Offering a seat to the man that enters your office is not courtesy—that's duty.

Listening to the grumblings, growlings and groanings of a bore without remonstrating is not courtesy—that's forbearance.

Offering your companion a cigar when you light one yourself is not courtesy—you'd be ill bred if you didn't.

Helping a pretty girl across the street, holding her umbrella, carrying her poodle; none of these is courtesy. The first two are pleasures, and the last is politeness.

Courtesy is doing that which nothing under the sun makes you do but human kindness.

Courtesy springs from the heart; if the mind prompts the action, there is a reason; if there is a reason, it is not courtesy, for courtesy has not reason.

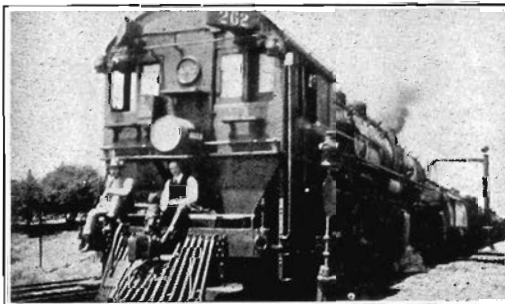
Courtesy is goodwill; and goodwill is prompted by a heart full of love to be kind.—"Pennsylvania-Ohio Electric News."

### Caretaker Wins Public Confidence

Mrs. O'Keefe, caretaker, who has been stationed at Campbell for 12½ years, was transferred to Tarrawarra on February 11. One of the pleasing features at Campbell during the period Mrs. O'Keefe has been in charge has been the results obtained in station decoration. Campbell was second last year, being the fourth occasion Mrs. O'Keefe has been among the prize-winners.

In view of her departure from the district, a large and representative gathering of users of Campbell Railway Station met in the Shire Hall to meet Mrs. O'Keefe and to show her the esteem and regard in which she is held by the residents. Appreciative references to the services rendered at such a busy station were made by Crs. Gray (chairman) and Stevens, Messrs. Winkelmann (president, Fruit-growers' Association), and other speakers. Cr. Gray presented Mrs. O'Keefe with a wallet of notes subscribed by the users of the station as a token of esteem and appreciation.

I have been requested by the Court of Honor of my troop to write and express our appreciation and thanks for the splendid manner in which you arranged our departure and return journeys to Bannaring for Christmas camp (approximately 90 boys), and I would also like to mention the courtesy with which we were treated by your staff both at Melbourne and Bittern.—Alex. Gledhill, Honorary Secretary, First City of Brunswick Troop, Australian Boy Scouts Association.



Mr. Jones (left) and Mr. Thomas (right) on loco. crossing the Sierra Nevadas (U.S.A.).

### Third Rail Possibilities

**A**N interesting announcement concerning the possibility of utilising the third rail on various railways in the Commonwealth was made by the Prime Minister in the House of Representatives recently, in reply to a question asked by Mr. Manning (N.S.W.).

After referring to a statement made in the House recently that a third rail could be run with success on existing railway lines, Mr. Manning asked if the Prime Minister would bring before the next conference of State Premiers the advisability of placing a third rail on at least a section of the Melbourne-Sydney line, to prevent congestion of traffic at the border.

Mr. Bruce said he did not think a more important question could be raised. Under the agreement recently made with South Australia, power was given to the Commonwealth to construct a line, if it so wished, from Port Augusta to Red Hill and thence to Adelaide, laying a third rail. The information received by the Government was that the third rail was a perfectly safe and practicable method of transport, but there had been very different opinions put forward on the subject. The whole question would have to be investigated by the Public Works Committee, when these particular lines were referred to it. If it could be established as a fact that a third rail was practicable on the 5ft. 3in. and the 4ft. 8½in. gauges, it would be a matter for serious consideration by the States as to whether the third rail could be used on many lines.

The railway which cannot produce Service with a capital S cannot hope to hold a place of leadership and high prestige.

# “Should Auld Acquaintance Be Forgot”

The Retired Railwaymen say “No!”

The Retired Railwaymen's Social Club held its fifth annual picnic the other day down the bay to Queenscliff on the p.s. Weeroona in fine weather, the best and most cheerful trip yet held, so said the president of the club (Mr. Baker). A pleasant sight it was to see the continual stream of hundreds of picnickers, young and old (several of them over 80 years of age), family groups, too, strolling along in the morning from the boat trains at Port Melbourne to join the steamer.

Railway companions and fellow workers of many years ago met with a smile and firm hand shake, and afterwards were to be seen in groups during the journey there and back eagerly discussing and comparing railroading and railwaymen of then and now.

On the whole it was pleasing to witness, as well as to be infected with, the rollicking, yet decorous spirit of the hundreds that filled the boat, and who had set out to enjoy a day of sport and fun.

A well-known retired tradesman, formerly of the Way and Works Branch (70 years of age, but looks like 50), a noted retailer of funny anecdotes and fun actor, was specially noticeable as the boat's comedian.

In one of his funny turns he was the centre of a circle of admiring onlookers when, in the course of singing national songs and dancing some rare step and other dances, he had occasion to hold his trousers slack at the knees; several lady spectators, infected with his roystering spirit, quickly entered the ring, and, similarly holding their skirts, they pirouetted around with him, creating side-splitting laughter; but the ladies, apparently thinking they had acted rashly, blushed and ran away, to the great disappointment of the audience.

An excellent programme of sports was carried out, and a thoroughly cheerful reunion of friends and others seemed to be a marked feature of the whole proceedings.



Left to Right (top)—J. Wilson, aged (66), R. Chamberlain, Guard (68), S. Hensall, Guard (72), W. Knight, Car Builder (61), L. H. McGregor, Signalman (63).  
Centre—J. Aitken, W. and W. Branch (64), A. Bean, Carpenter (61), C. Connor, Upholsterer, W. J. G. Hall, Signalman (62).  
Bottom.—Executive and Committee—Back: W. Cordwell, J. B. Baker (President), W. Paul, A. Anderson, F. Pearce (Vice-Presidents), M. Quinn (Hon. Sec.), G. Phillips, J. Ward, E. W. Proctor, E. Dunn, D. Whelan. Front—J. Sanders, E. Fitzgibbon, J. F. Boyle, J. Ryan.

# Co-operation is the Father of Team Work

A great writer of many years ago once said, "So we, being manv, are everyone members one of another."

"Andrew Carnegie on one occasion was asked which he considered the most important factor in industry—labor, capital, or brains. Carnegie quickly replied, "Which is the most important leg of a three-legged stool?"

*Paper read by Mr. H. J. PAUL, District Rolling Stock Staff, Bendigo, at a recent Fuel Conservation Meeting.*

WE, therefore, think of the three-legged stool as the Transportation, Rolling Stock, and Way and Works Branches, which are the three most important branches in the railway service in regard to train running. It is not in my province to say which of these three branches is the labour, capital or brains of the service, for we are convinced that take one leg away and there will be a fall.

As we have seen, the production of wealth leads to the conclusion that men, by working together, can do far more for themselves as individuals than by working against each other. The principle, therefore, of working together, we call co-operation.

Co-operation, while it means combined effort, does not mean the loss of individual character, initiative, enterprise, or effort of the individual as far as fuel conservation is concerned. We do not compromise ourselves in any way by being associated with it, but rather, I think, we become better railwaymen through the influence of the movement, for if it did it would be valueless.

## Tragedy of Unstretched Faculties

A great schoolmaster was wont to speak of "the tragedy of unstretched faculties." He referred primarily to what is perhaps an inevitable attendant of our industrial system. The use of machinery and the minute subdivision of labour mean that great numbers of our fellowmen and women spend their working hours in making, or, rather, in manipulating machines that turn out a single part of an article.

And is not the tragedy true in our lives, social and religious, that we but seldom, if ever, stretch our muscles, breathe our deepest, call out our reserves, live at the highest pitch—co-operate in our work? We live far below the limits of our possible selves.

To quote papers previously submitted to our meetings, "The Little Bit Extra," and "Are you Interested." We have had the game of cricket explained to us by a previous writer as a way of illustrating the conception of co-operation. We will now look quickly at the other Australian winter past-time game, viz., football.

The players take the field. The game is instinct with fair play. It is a matter of concerted, combined, or co-operative effort between 18 individuals placed at different points, each with brains of his own, powers of his own, and ideas of his own.

Each player desires to succeed. Each looks forward to leaving the field after having scored something as an individual. Each gets individual pleasure out of the contest. How is it done? The answer is that the game has definite rules, which each player consents to obey. These rules make the very life of the game.

The best results in work are obtained in the same spirit of enlightened self expression. Happiness, as well as fruitfulness, follows such co-operation. Doing our best, helping the other fellow, so that doing our best in co-operative team work, we can gain precisely the same individual and social happiness.

Following on from this we learn that better conditions result in better work. We understand the Commissioners are wishing to improve the conditions of their employes, so we become conscious of the mutuality and the benefit from harmonious relations.

## A Number of Problems in the Service

Our Fuel Conservation meetings enable us to discuss the progress of the work, the improvements and the best methods to improve, also how we can give our customers the best service, and to arrive at what I endeavoured to bring out in the beginning of the paper—"the idea of co-operation between the three main branches," remembering that we are members one of another, and dependent upon each other.

There are a number of problems in the service. Some say that organisation is the greatest, but organisation will not be possible without co-operation, for co-operation is the father of team work. Now how can we individually co-operate, each one very well knows.

In conclusion, let us remember that each branch is interdependent, and the more we understand this we will find that the acts balance each other, and will be a matter of mutual benefit, not only to ourselves, but to the service. The more fully we act up to the need and value of co-operation so will there be a better conception of a greater happiness in our work.

Tact is the knack of keeping quiet at the right time, of being so agreeable yourself that no one can be disagreeable to you. A tactful man can pull the stinger from a bee without getting stung.

## Commercial Travellers' Samples

THAT the Railway Commissioners are anxious to protect travellers' samples while in transit is evidenced by the frequent appeals to the staff to take every care.

In the weekly notice of January 19 the following appeared:—

"Each commercial traveller is a potential freight-getter or, in other words, an agent out for business which will benefit both his employer and this Department. Good service to the traveller is good service to our Department, because if samples' containers be miscarried or delayed, or if the goods conveyed therein be injured or destroyed by want of proper care on our part, loss of trade both to the firm concerned and this Department ensues.

"There is therefore a dual obligation upon every railway man in the handling of samples.

"You can greatly assist towards the desired end by exercising proper care in handling and stowing.

"DON'T roll, push, throw, or heave the containers about, BUT LIFT THEM.

"DON'T remove tins, etc., from top tiers by simply pulling away a container from underneath.

"DON'T leave samples exposed to rain."

"Use trollies whenever available, especially when loading into or unloading out of vans, but in any case don't simply drop or push the containers from the vans to the platform. Fifty per cent. of the damage caused is through such want of care.

"The goods are valuable—Handle them accordingly.

"HELP THEM TO HELP US."

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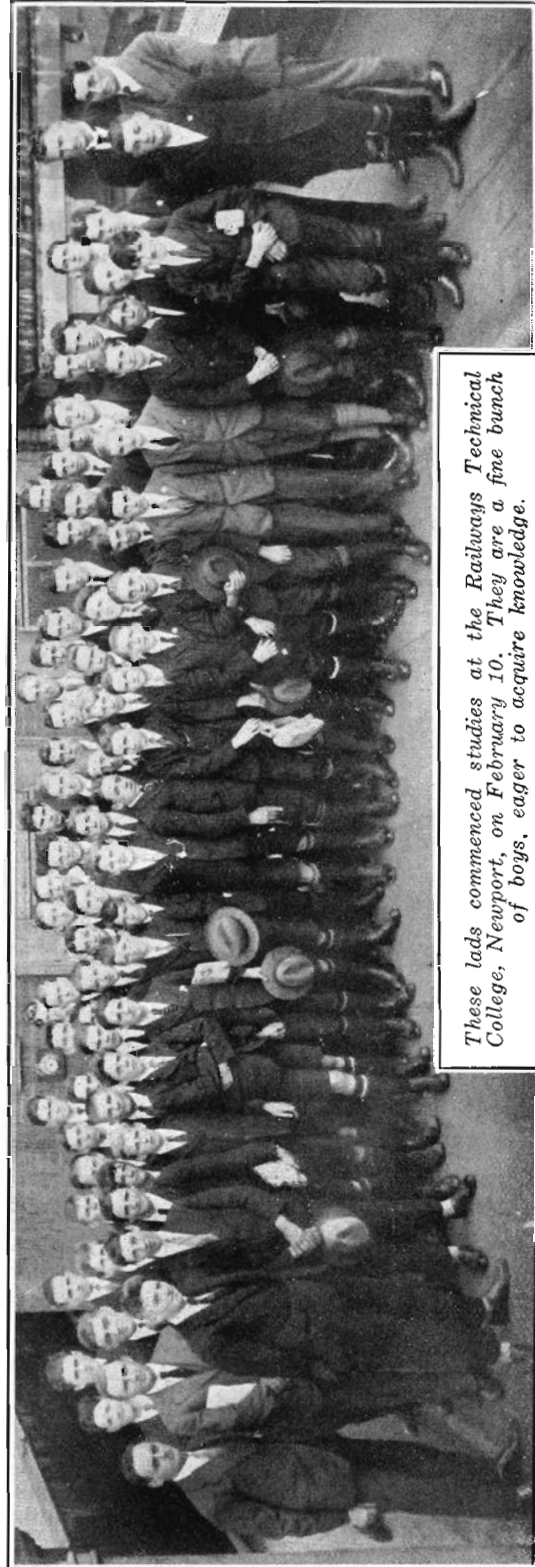
A big and growing feature of the Magazine for the railwayman is its strong personal appeal. You will be surprised at the number of names and photographs you will recognise in it each month, if you become a regular subscriber.

In a Department with such ramifications as the Victorian Railways, it is patent that even railwaymen cannot know the interesting side of them all—that is why various activities are explained each month.

Next month's issue will include articles on the departmental motor garage and the icing of refrigerator trucks for the carriage of perishable products.

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ONCE again I have the pleasure of advising you of the successful carrying out of another of our annual excursions to St. Kilda. It was really a pleasure to watch the gradual development of carefully laid arrangements, and we would like to pay special tribute to Mr. D. Hanna, of the Special Trains office, who so skilfully worked them out. We would like you to convey to the undermentioned staffs our grateful thanks for their careful work; it was indeed a pleasure to be working with them:—Special Trains Office; Rushworth Staff; Murchison East Staff; Murchison East Locomotive Staff; Seymour S.M. Head Porter and General Staff; Seymour Refreshment Staff and Young Ladies; Seymour Loco. Staff, including Mr. Melvor; Flinders-street S.M. and Staff; St. Kilda S.M. and Staff; Staff on Colbinabbin and Girgarre Lines.  
—E. A. Coyle, Hon. Sec., Rushworth Excursion to St. Kilda.



These lads commenced studies at the Railways Technical College, Newport, on February 10. They are a fine bunch of boys, eager to acquire knowledge.

# Snaps from Institute Country Centres



Mr. Albert E. Lyons, Head Porter, Benalla, enthusiastic gardener, keeps the local Institute garden in fine order. He is seen busy among a plot of flowers.

Mr. George Nippard was for many years Head Porter at Seymour, and retired on a pension. He became custodian to the Seymour Branch of the Institute on 1/6/1918. Mr. Nippard is looked upon by the Seymour members of the Institute, young and old, as the father of the organisation. He is here sitting in the reading-room of the Institute.



Mr. W. G. Whyte, Secretary of the Seymour Branch of the Victorian Railways Institute, with Mrs. Whyte and their family of bonny girls.



A special appeal is made to members to patronise the Institute's Tobacco Cabinets. Every kind of tobacco and cigarette is in stock, and all profits are devoted to the improvement of the social entertainments which are so popular amongst railwaymen.

It's another case of "Help Us to Help You."

Miss Ada Lockwood, Champion Dancer of Australia, winner of 425 prizes, 7 Championships, 1923, 1924, 1925, which entailed travelling combined journeys of 15,500 train miles. Miss Lockwood has just been appointed assistant instructor in dancing at the Victorian Railways Institute, and will specially feature tuition in Irish, Scottish and other National Dances.



Miss Helen Jackson, daughter of Mr. E. Jackson, District Rolling Stock Superintendent at Ballarat. Before Mr. Jackson's transfer Miss Jackson was the pianiste and musical directress of the Maryborough branch of the Railways Institute.



# Jottings from the Institute Headquarters



INSTRUCTORS, VICTORIAN RAILWAYS INSTITUTE GYMNASIUM.

Left to Right: E. Newton, Assistant Instructor, Boxing; B. Potts, Instructor Physical Culture and Gymnastics; L. Copeland, Instructor Boxing; C. Angelo, Assistant Instructor, Physical Culture; Geo. Corkill, Assistant Instructor, Physical Culture.

## Dances at the Institute

COMMENCING on Wednesday, March 3, and every Wednesday evening thereafter, select dances will be conducted in the Institute Concert Hall by the Women's Social Committee, and the Gymnasium and Social Amusements Committees.

Double tickets are 3/6 and single tickets 2/-. There will be an excellent band, good floor, and refreshments.

## Institute Gymnasium Fees

The following are the amended fees for tuition in the Institute gymnasium classes:—

Boxing and Wrestling in class.—Adult financial members, 12/- per term, or 40/- per annum.

Juniors over 18 and under 21, 10/- per term, or 30/- per annum.

Juniors under 18, 7/6 per term, or 20/- per annum, plus 8/- per annum for hot bath facilities.

Railwaymen's sons and brothers who are financial members of the Institute.—17/6 per term, or 60/- per annum for adults; 15/- per term, or 50/- per annum for juniors over 18 and under 21; 12/- per term, or 40/- per annum, plus 8/- per annum for hot bath facilities, for juniors under 18.

Individual Tuition.—Adults, 42/- per term of 12 weeks; juniors over 18 and under 21, 30/- per term; juniors under 18, 21/- per term, with an additional 8/- per annum for hot bath facilities.

On Friday, April 9, a series of Boxing and Wrestling Competitions will be held at the Institute, nominations closing on March 26.

The competitions are open to all financial members of the Institute, and valuable trophies will be presented.

For those aspiring athletes who have not yet won a boxing or wrestling match a series of novice events will be decided.



Mr. William House, one of the Victorian Railway Institute's popular instructors in Engine Working and W.H. Brake, recently transferred from Colac, and promoted engine driver in charge at Mildura.

## Coming Events

During the last week of this month a dramatic performance will be given by students of Miss Moverley in the Concert Hall. There will be recitations, musical monologues, and selection of one-act plays, and tickets are 1/6.

The Committee of the Draughts Club is at present giving consideration to the question of providing instruction for interested beginners of the pastime.

Tables in the reference library are being cut down to make convenient support for the draught boards.

Korong Vale's tennis court is expected to be ready for play before the end of the summer months. The Commissioners have donated the necessary timber, and gypsum is being carted in sufficient quantities to the court.

A conference of country centre area officers will be held at Melbourne in September, and local members are invited to submit, through their committee, any matters which they would like discussed.

Traralgon has been granted the portable Institute building which has done service at Ballarat until now.

The Chief Architect and an Institute officer will visit Traralgon shortly to decide on the position which it will occupy.



MR. EDDY,

a member of the Council of the Victorian Railways Institute, was unfortunately omitted from the group of members of the Council published in the February issue of the "Magazine."



District Transportation Activities (cont.)

## Seymour District

**W**HEAT carting in the district has finished much earlier than last year. Up to February 2 a total of 814,264 bags had been railed, as against 1,140,725 bags to the same date last year, whilst only 149,782 bags are now on stations, as compared with 730,000 this time last year.

The record crop grown by Mr. P. J. Ryan, of Dookie, returned 54 bushels an acre, while from an area of stubble adjoining only 17 bushels to the acre were obtained.

The Wunnamurra Estate, situated in the Southern Riverina, 17 miles from Tocumwal, and consisting of 4470 acres of virgin land, is at last being thrown open for closer settlement. Divided into seven farms, it will be submitted to public auction on February 18.

For some months past work on the overland transmission lines from Yallourn and Sugarloaf has been proceeding apace, and the final objectives have now been reached. Recently power from Yallourn was switched on at Corowa, N.S.W., a distance of 297 miles—one of the longest stretches of high power transmission lines in the world.

## Follow King Solomon

Four thousand years ago King Solomon, the wisest of the wise, preached "Keep sound wisdom and discretion. . . . Then thou shalt walk in thy way safely and thy foot shall not stumble." To-day the same gospel holds true. THINK! Use your brains! Be careful in your work! Then you will not meet with accidents, nor will you have causes for regrets.

## Service

It's the work you do for which you receive no pay that earns promotion. Just as the reserve power sells a motor, or the extra stretch of sail wins a race, or the second wind makes the athlete, so the person who gives just a bit more than is actually required earns promotion.

## On Work

"If you are poor—work.  
"If you are rich—continue to work.  
"If you are burdened with seemingly unfair responsibilities—work.  
"If you are happy—keep right on working.  
"Idleness gives room for doubts and fears.  
"If disappointment comes—work."  
Teamwork, co-operation, enthusiasm — the three legs which sustain our chair of service.

## Apples for Beauty

"You are losing some of the colour of your hair," said my hairdresser the other day in that bright, conversational way they have. "And that means," he continued, "that you don't eat enough apples. The hair gets all its colour from iron in the blood, and this is what apples, more than any other fruit, except raisins, contain. It must be the natural iron found in these foods to benefit the hair, however. The kind that is put into pills and medicines is quite another matter." So, of course, I went miles out of my way to find a fruiterer's, and took home armfuls of apples.—Selected.

## Maryborough District

Good revenue for January shows an increase over the same month last year of £796, due to general increase in goods business. This is attributed mainly to the progress of the knitting mills; the revenue from the mill for the six months ending December, 1924, was goods £660, and parcels £72.

The flour mill received 60,000 bags of wheat during January, and despatched 200 tons of export flour.

The manager of the Small Tools Factory states that he has 26 employes working full time.

About 10 000 bags of wheat have been despatched on the Meringur line, and, considering the dry season and that a lot of wheat was held for seed, results are satisfactory.

Settlers have been fortunate in having a ready sale for pine posts to the fruit settlements in the vicinity, and the fact that the building of Murray River locks calls for a quantity of limestone, of which there are generous deposits adjacent.

A new siding is being put in for the Mildura Shire between Benetook and Thurla, and this should bring in considerable revenue, as it is intended to utilise limestone and gravel for road-making in connection with the policy of settlement development.

## Pertinent Pars

If you call a dog and he comes—that's oratory. If you call him and he runs away—that's elocution.

It may be true that the willing horse gets the heaviest load, but once in a while he also gets the most oats.

If put to a pinch an ounce of loyalty is worth a pound of cleverness.

We are living in a day when the people are becoming accustomed to good service. They are demanding the best more than ever before.

Your appearance and speech will sell an idea. That idea will sell service.

Why shouldn't railway men be hard boiled? They have been in hot water for a good many years.

"The youth who would succeed, and in the process develop a strong character, must learn to grapple first with the tough problems, the disagreeable things in his day's work, until he has formed the habit of always starting in the morning with the most difficult or unpleasant duty of the day that is ahead"

"There is a co-partnership between the railways and the farmers that was not perceived a few years ago. It is well known now. They are surely partners, and you cannot separate them."

"The railways and the people working together can build up the State. Let us work together."

Opportunity knocks most during working hours.

More than 200 American Railway Companies have introduced petrol drive motors on branch lines to meet road competition.



# Personal.



Mr. E. J. Haines, well known among railwaymen in the Western District of Victoria. Mr. Haines is Worksmaster of the Way and Works Branch, with headquarters at Geelong. The sketch is by one of his railway colleagues.

When you get to know a fellow, know  
his every mood and whim,  
You begin to find the texture of the  
splendid side of him.  
When you get to know a fellow, and you  
understand his ways,  
Then his faults won't really matter, for  
you'll find a lot to praise.

Instances are frequently being brought  
to light of father and son both in the  
employ of the Victorian Railways De-  
partment. The Editor would like to re-  
ceive photographs of father and son so  
employed, also photographs showing  
three and four generations of Victorian  
railwaymen and their descendants.

Bendigo railwaymen took advantage of the transfer of Mr. J. Nolan, Block and Signal Inspector, from Bendigo to Melbourne, to join in bidding him farewell. Every branch of the Service was represented, and it was the unanimous opinion that the Bendigo district was losing a competent officer, who was held in general esteem. At a luncheon tendered to Mr. Nolan on January 28, complimentary references were made to Mr. Nolan's gentlemanly way in performing his duty. He was presented with a case of pipes to remind him of the many friends he has left in the district.



Mr. Mat. Gillies, Engine Driver, of Dimboola. Generally called upon to attend Fuel Conservation meetings. He is well known throughout Wimmera among his fellow-workmates.

Driver F. N. Palmer (inset) and Mrs. Palmer, of Maryborough, with eight of their family of 10 sturdy young Australians. Mr. Palmer has a long and worthy record of service with the Victorian Railways. In the group are Allan, the youngest, and Gladys, the eldest. The others are Ronald, Doris, Leslie, Elva, Naseby and Irene. Two others were absent when the picture was taken.





*Mr. J. J. McDonough, Assistant Stationmaster, Little River, recently joined the matrimonial state. The happy pair are here pictured.*

**Mr. J. S. Pender, S.M.**, Irrewarra, was recently promoted and transferred to the position of Assistant Train Running Officer, Geelong, whilst **Mr. F. C. Moore, S.M.**, Sandford, was transferred to Minyip on February 2nd.

**STUDENTS' CONCERT.**—Miss Moverley, Instructress in Elocution and Dramatic Art, at the Institute, is arranging a concert to be held in the Concert Hall, about the end of March. A number of the students will be included in the programme, as well as several well-known artists. Mr. J. Browne, Miss Moverley's husband, will also sing.



*Mr. Gleeson, Stationmaster, Noojee, had a bitter experience on that fateful Sunday, when the Township was consumed by fire, he with his family losing the whole of their furniture and effects, barely escaping with their lives. Station buildings, S.M.'s quarters, etc., etc., were completely destroyed. Our sincere sympathy is with Mr. Gleeson.*

## Railwaymen Transferred

The news of the transfer of Mr. J. Crawford, sub-manager of Maryborough Refreshment Rooms for the past two years, was received with regret by regular patrons through Maryborough. The kindly and considerate treatment of passengers at their rooms has caused both Mr. and Mrs. Crawford to become very popular. On February 16 they were farewelled by friends at the Institute rooms, when the opportunity was taken to make suitable presentations.

Mr. Dombraen, of Bacchus Marsh, replaced Mr. Crawford at Maryborough.

The classification of a number of stations has been altered. Ouyen, Mildura and Daylesford were raised, but the present Stationmasters, being due for promotion, will remain. Mr. W. Middleton, S.M. at Werribee, has been transferred, with promotion, to Redcliffs. Mr. W. Brough, of Woomelang, moved up, and was appointed to Werribee.

Mr. Gingell, Night S.M., Castlemaine, has been appointed Assistant Train Running Officer at Maryborough. Mr. L. H. Tolliday, A.S.M., Auburn, replaced Mr. Gingell at Castlemaine.

Mr. W. Crouch, a well-known and popular member of the Midland relieving staff for several years, received promotion in being appointed Night S.M. at Woodend.



*Miss K. Densmore, Pomborneit, here pictured, was first prize winner best poster costume (the subject speaks for itself), at a local ball recently.*

*Mr. Percy C. Rae, Operating Porter, Goornong, well-known enthusiastic amateur gardener, with Mrs. Rae and his daughter, Ethel. Mr. Rae's garden presents such a healthy appearance in flowers, fruits and vegetables that it is the subject of unstinted admiration.*



## S.M.'s Work Appreciated

**A**LTHOUGH Mr. A. Johnson has been Station-master at Warrnambool for only thirteen months he won the esteem and regard of all who had business dealings with him, and when it was learned that he had receiver's notice of his transfer to Ararat steps were taken to give tangible expression to feelings which his courteous and obliging treatment had engendered.

Mr. S. M. Cromie, President of the Chamber of Commerce, and a number of others who have had business relations with Mr. Johnson, met at the station to tell him how much they appreciated his efforts to meet their requirements. Mr. Cromie referred to the promptitude with which Mr. Johnson took steps to settle any grievance that might be brought under his notice, and his readiness to receive suggestions to meet the convenience of railway users. He had also made recommendations to his Department which had for their object the improvement of the train service, and the attraction of visitors to Warrnambool. It was on his suggestion that the extra train was run from Warrnambool the day after New Year's Day, and which had been so highly appreciated by holiday visitors returning to the city.

On behalf of the mercantile interests of the city, Mr. Cromie presented Mr. Johnson with a wallet of notes, and while expressing regret at his departure, hoped that he would continue to advance in the Service as rapidly as he deserved to do.

Mr. Cromie's remarks were endorsed by Mr. J. E. Bennett, manager of the Woollen Mill; Mr. J. J. Orr, representing shipping; Cr. A. Robinson, and Mr. W. J. Murrill and Mr. J. Richards, representing the carriers.

Mr. Johnson, in replying, said that he had only done what he conceived to be his duty. Wherever he had been stationed it had been his endeavour to meet the convenience of the railway users in every possible way, and he was glad to know that his efforts had met with appreciation.

An accident befell the past Chairman of the Bendigo Centre of the Institute, **Mr. W. McShane**, which necessitates his being confined to his bed for six or eight weeks. As he was on his way home from duty, he had the misfortune to be thrown heavily from his bicycle. On being examined by a doctor under the X-Rays it was found that the socket of the thigh-bone was cracked. Mr. McShane is regarded and looked upon as one of the pioneers of the Bendigo Centre.

**Miss Ellie Campbell**, for ten years on the staff of the Melbourne Domestic Economy College, and who was also one of the lecturers on the Better Farming Train, has been appointed by the South Australian Education Department to take up practice work in the schools as advisory teacher to domestic arts teachers.



*The only district to run purely local sleeping cars in Victoria is Maryborough. Here are the two conductors on the run between Maryborough and Mildura, Messrs. F. Morrow and G. Radcliffe.*

## Last Mile Post

**Mr. F. Oakley, J.P.**, of Bendigo, died on January 29 after an illness. He was 68 years of age. Mr. Oakley was born at Ararat, where he spent the early years of his life. Joining the Victorian Railways, he proved himself a capable and energetic worker. In 1904 he was transferred to Bendigo, to the position of Works Master. He continued in this capacity till his retirement eight years ago. Mr. Oakley was popular with his colleagues. He served in the Department for 40 years. When the Victorian Railways Institute was first originated in Bendigo he was its first Chairman, holding the position for four years. He was well known in many circles, and was a prominent figure on the City Court Bench, also trustee of the Bendigo Branch of the Australian Natives' Association. He leaves a widow and family of five.



*Mr. Andrew Larkins, new instructor, Station Accounts and Management, in class at the Victorian Railways Institute, vice Mr. E. F. Hally.*



*Mr. Geo. Richardson (left), the Victorian Railwaymen's representative on the Government Superannuation Board; (right) Mr. Ronald McDonald, Public Service representative.*



Errence: "'Tis a fine lad ye have there. A beautiful head and noble features. Could ye lend me two dollars?"

Pat: "I could not. 'Tis my wife's child by her first husband."

"Why, Johnny, I do believe you are teaching that parrot to swear!"

"No, I'm not, mother," the boy replied. "I'm just teaching it what it musn't say."

Effie: "Why hasn't Daddy much hair?"

Mother: "Because he thinks a lot, darling."

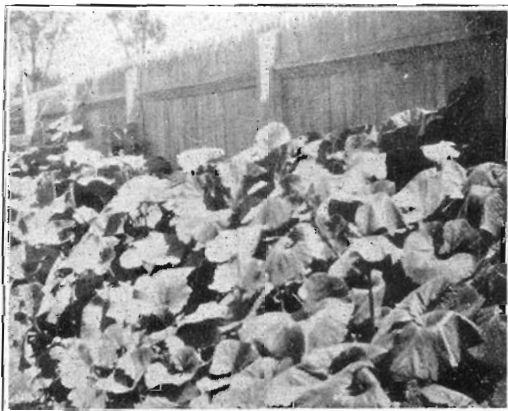
Effie (pause): "But why have you got such a lot, Mummie?"

Mother: "Get on with your breakfast!"

A lady was telling a gardener at the Zoo that she had a parrot which sang "Home, Sweet Home" so beautifully that the tears ran down its beak.

The man thought he was being made a fool of, and as no one could rival him at exaggeration, he said, "Oh, that's nothing. I had one once, a Congo parrot, and 'pon my word it sang 'The Village Blacksmith' with such fervor that the sparks used to fly out of its tail."

There are only three great universities—the university of work, the university of books, and the university of people. From work, books and folk you get all the education you can ever use.



A corner of Mr. Percy C. Rae's garden at Goornong, showing portion of a fine crop of Ironbark pumpkins which he is cultivating.

Teacher (to boy sitting idly in school during writing time): "Henry, why are you not writing?"

Henry: "I ain't got no pen."

Teacher: "Where's your grammar?"

Henry: "She's dead."

"Where's the wife?"

"Gone to the West Indies."

"Jamaica?"

"'Ellno. 'Twas her own idea."

Farmer: "An' 'ow be Lawyer Barnes doin', doctor?"

Doctor: "Poor fellow. He's lying at death's door."

Farmer: "That's grit fer 'ee—at death's door an' still lyin'."

While returning from school one muddy day, Tommy fell into the gutter, with the result that it was rather difficult to decide which was mud and which was Tommy. When he arrived home the following dialogue occurred:

Tommy: "Bo-o-o-o! I've fallen down."

Ma: "You bad boy! In those new knickerbockers, too."

Tommy (never at a loss for an excuse): "Bo-o-o-o! I hadn't time to take them off when I felt myself going."

#### OVERHEARD IN THE SLEEPING CAR!

Said the sheet: "I cover more distance in feet than any of you." "The heads of some of the largest organisations in the country rest on me," chorused the pillow slip and headrest cover. "Not your fault," said the towel, with a white face. "Dry up," retorted the blanket, "or I'll make it warm for you, too."

#### RAILWAY LIFE IS STRENUOUS.

The steam is exhausted; reports are "turned in;" wheels are "tired;" each window has a "pane;" the lights are "put out" and the brakes "get the air." On the other hand, sleeping car berths, unlike flappers, are "made down" every night, and the cars are always on the go, so it isn't so bad, after all.

Following on receipt of the January issues of the "Magazine" the Principal of the Central Technical College, Brisbane (Mr. R. A. Wearne) has written to Mr. S. C. Jones, of the Rolling Stock Branch, congratulating him on his article. "Technical Education Ensures Efficient Workmen." Mr. Wearne says, "Technical Education in Victoria owes a great deal to you and men of your calibre, and your work is reflected indirectly upon technical education in Queensland."

*Victorian Railways Honor Roll*

# Railwaymen Retire After Valued Service

## Mr. R. J. Stanistreet Was Not Absent Sick One Day in 44 Years

"When railwaymen do a thing, they do it properly."

THE above slogan was carried out to the letter on the occasion of the retirement from the railway service of Mr. R. J. Stanistreet, Stationmaster, Dandenong.

In the Soldiers' Memorial Hall on Thursday evening, January 21, around a tastefully decorated festive board, gathered about 40 railway officials and representatives of some of the large firms and patrons of the Railway Department, to bid farewell to Mr. Stanistreet.

The health of the guest and the toasts of the various branches of the Service were supported with enthusiasm.

Mr. Charlie Pusterla's orchestra headed a very fine musical programme. The selections rendered by the orchestra, particularly the catchy number, "Show Me the Way to Go Home," were highly appreciated, not only by those in the hall, but also to many passers-by, who could not resist "listening in."

Mr. Verey, ventriloquist, whose turn was both amazing and amusing, added greatly to the success of the evening.

A halt was called for a period while Mr. Stride, chairman, directed attention to the reason for the gathering.

In presenting Mr. Stanistreet with a ser-

viceable travelling bag, the chairman paid a fine tribute to the faithful and capable service Mr. Stanistreet had given the Railway Department.

His railway career, extending over a period of 44 years, had been one of steady success and promotion, due entirely to his determination to succeed, his diligent study of railway operation, and his kindly attitude towards all with whom he came in contact. His services were all the more creditable in that during these 44 years he has not been absent from duty one day on account of personal sickness or accident. This constituted a record in the history of the Department.

Mr. Stride, on behalf of the Department, expressed the desire that Mr. Stanistreet would retain the same measure of good health, and thus be the better enabled to enjoy his well-earned rest.

Addresses testifying to the high esteem and regard in which Mr. Stanistreet is held, both departmentally and publicly, were also given by officers representing the various branches of the service, and by Messrs. Allan (representing the Ordish Brick Co.) and Hayes (bank manager, National Bank).

Mr. Stanistreet, amid a round of applause, suitably responded, paying a tribute to the co-operation and support given him during his term at Dandenong.

## Mr. E. J. Hourigan's Reward is a Second World Tour

Mr. E. J. Hourigan, the well-known and popular paymaster, retired from the Victorian Railway Service on January 3—the 60th anniversary of his birth.

Mr. Hourigan commenced duty in the Department as a junior clerk in the Cashier's Office on December 13th, 1882, and was transferred to the Loco. Accountants' Division on 30th August, 1886, where he remained for one year.

When the Pay Office was subdivided in September, 1887, Mr. H. M. Nicholson was placed in charge of No. 1 Office, and Mr. G. E. Giderson of No. 2, their assistants being Messrs. A. Berry and F. W. Young respectively, with Messrs. F. Upton, W. Elliott, and E. J. Hourigan as junior members of the staff.

A re-arrangement of the duties was subsequently made, and Mr. Berry was appointed Officer-in-Charge of No. 2 Pay Office, with Mr. Hourigan as his assistant. At a later date (February 1st, 1890) the Pay Offices were merged into one, and Mr. Berry was placed in full control, with Mr. Hourigan as his lieutenant.



were merged into one, and Mr. Berry was placed in full control, with Mr. Hourigan as his lieutenant.

Under the direction of the late Commissioner Hudson, a new position was created on January 4th, 1905, entitled "Cashier and Paymaster," and Mr. Berry was appointed thereto, with his headquarters in the Cashier's Office, and Mr. Hourigan remained in charge of the Pay Office. Mr. Berry was succeeded by Mr. I. Maskell, upon the retirement of whom on January 31st, 1914, the offices of the Cashier and Paymaster were again separated, and on March 1st, 1914, Mr. Hourigan was appointed Paymaster, which position he held until his retirement.

During his many years of service in the Pay Office, Mr. Hourigan demonstrated a remarkable faculty for remembering the faces, Christian and surnames of employees calling for their pay. It was amusing to observe the look of astonishment and pleasure that would overspread the countenance of an employe, who, after an absence in the country extending over several years, would, on appearing at the Pay counter, hear himself addressed, "Hello, Jack Robinson, where have you been all this time."

In 1914 Mr. Hourigan obtained six months' leave, and left on a tour through Europe and Great Britain. He was in London with his family when the fateful declaration of war against Germany was made on August 4th, 1914, and considered himself extremely lucky, inasmuch as he had left Berlin only a few weeks earlier.

Early in March next Mr. Hourigan will be leaving on his second world tour, and he will take with him the good wishes of the staff, not only of the Accountancy Branch, but of the Railway Service generally.

*Roll of Honor—Continued.***Men Who Have Retired**

**Mr. E. A. Scott**, who has been Assistant Stationmaster at Albert Park since 1924, retired from the service a few months ago. He had experience as porter before being appointed A.S.M. in 1911. He entered the service in 1887.

With service extending over more than 42 years, **Mr. W. W. Smith**, who was Stationmaster at West Richmond for close on 14 years, has retired. He joined up as a porter in December, 1883, and had charge of Elphinstone from 1905 to 1911.

**Mr. B. White**, Goods Guard in the Melbourne Yard since December, 1918, has just retired. He entered the railways in 1885, and had been porter, shunter, indicator porter and suburban guard.

Gardiner lost a signalman who had been stationed there for eight years when **Mr. W. H. Britton** retired recently. He had had a long and varied career, dating back to 1883, and was in turn porter, car cleaner, suburban and goods guard and signalman.

**Mr. W. S. Smith**, A.S.M. at Berwick, who has just retired, had a long career in the Department, commencing as a porter in January, 1889. He had been located at stations all over the State, and had experience as operating porter for many years.

There are not many railwaymen who don't know old Xavier Mitchell, Stationmaster at Hawthorn, who has retired on a pension after 44 years' service. His first position in the service was that of messenger, his salary being three shillings a day, but he steadily climbed higher and higher, becoming A.S.M. in 1916 and R.S.M. Class 6 in 1922. He settled down as S.M. at Hawthorn in 1923.

**Stationmaster W. Gullick**, of Victoria Park, has retired from the Department after service dating back to the beginning of 1883. He had experience all over the State, and was in turn porter, clerk, and R.S.M., before receiving his appointment as Stationmaster.

**Mr. F. H. Smith**, Clerk at Spencer Street, has retired after 45 years' service. He joined up as a clerk in 1880, and his whole career was spent in a clerical capacity.

**Mr. F. C. Quarry Honored and Farewelled**

On Saturday, January 30th, at the Linesman's Depot, Spencer-street, a presentation was made to Mr. F. C. Quarry, Telephone and Telegraph Supervisor for the Metropolitan Area, who resigned from the Service from that date.

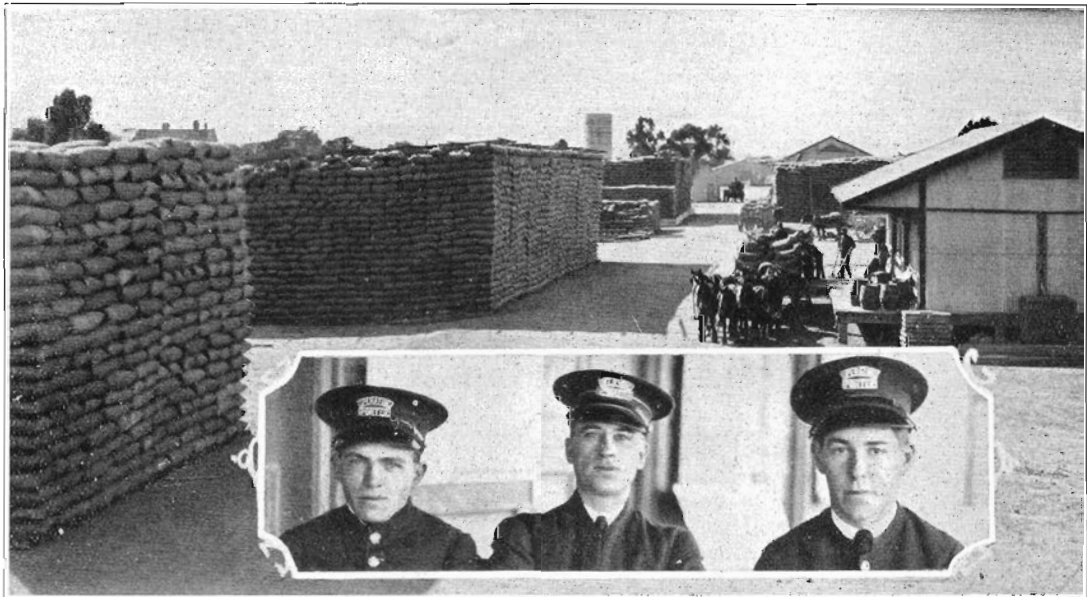


Mr. Quarry joined the Department in January, 1899, in the late Telegraph Branch, as an electrical instrument maker, and, on this section being amalgamated with the Electrical Engineering Branch, was promoted to the position of Leading Hand, and later to Foreman of the Telegraph Workshops. When the Telephone and Telegraph Section was added to the Signal Division, on the formation of the Signal and Telegraph Branch, he was appointed to the position of Telephone and Telegraph Supervisor, which he held until the date of his resignation.

Mr. Jones, Mr. Satchell and Mr. Reid all spoke in glowing terms of the capabilities of Mr. Quarry, and the high esteem in which he was held by his fellow officers and employees.

Mr. Jones then presented Mr. Quarry with some very fine gifts.

**Works Foreman W. H. Philpott** has been promoted and transferred from Cressy to Ararat. **Leading Hand Carpenter A. H. Wane** is Acting Works Foreman at the former location, pending Mr. Philpott's successor being appointed.



*Minyip Station—Situated in one of the great wheat-growing belts. 200,000 bags of wheat are here seen stacked for railway transport. Left—Messrs. S. F. Camps, Optg. Porter; F. D. Stewart, R.S.M.; G. Haysom, Optg. Porter; who have been kept very busy attending to railway patrons.*



ANGUS

## RAILWAY MEN IN SPORT

MAC



E. J. Hayes, light-weight boxer, who won in the Railway Inter-State tryouts last year, but obtained a decision in the Inter-State competitions, the other States not presenting an opponent. He is getting ready for the next Inter-State contests.

### MARYBOROUGH'S RAILWAYMEN ARE KEEN SPORTSMEN.

In 1924 the Maryborough Railway Football Club affiliated with the townspeople to form a representative team to play in the Ballarat Football League.

The secretary of the club, the vice-president, and two of the selectors are railwaymen, the captain and coach is a railway fitter, the team's ambulance attendant is the local railway expert, and other railway players who have helped the team to win the premiership for two years running include three shunters, two clerks, a fitter, and a parcels porter.

A railway cricket team plays in the district association, and at least two railwaymen are certain to accompany the Maryborough team (of which a railwayman is manager) to Melbourne for the "Country Week" competition.

The recent Ararat Gift was won by a railway sprinter—a clerk in the District Superintendent's office—and five railwaymen, including the District Superintendent and the District Rolling Stock Superintendent, are prominent members of the local golf club.

In addition, there are four well-known tennis players, one of whom is secretary of the district tennis association, and three coursing enthusiasts on the staff.

If there are any other railway districts or stations where the staff are as actively concerned in athletics and sport generally as at Maryborough, the Magazine would like to hear of them.



This is the 1925 Ararat Gift winner, T. M. Sexton, a popular young clerk in the District Superintendent's Office, Maryborough.



This is the Maryborough Football Club which has many leading railwaymen in its ranks. For the two years it has played in the League it has been premiers.



## Accountants v. Auditors

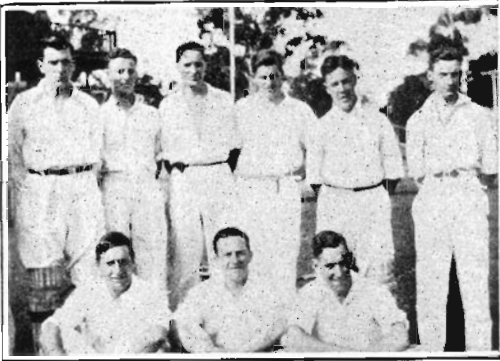
The annual Cricket Match between the Accountancy and Auditor of Receipts Branch was held on the Richmond Cricket Ground on 5th February.

The game was keenly contested, and the spectators, amongst whom were the Secretary for Railways (Mr. E. C. Evers), the Chief Accountant (Mr. T. F. Brennan), and the Auditor of Receipts (Mr. G. K. Low), witnessed a very exciting finish, which resulted in a win for the Accountants staff by 2 runs.

The scores were:—Accountancy Branch, 183 runs; Audit Branch, 181 runs.

For the winners, Moffatt scored 44, while Gleeson hit up 39, and took 4 wickets for 14.

A. Blake was top scorer for the Audit, getting 54 in fine style, and Rewell captured seven wickets for 62.



*Audit Team.*

Standing—W. J. Blackburn, J. Gleeson, N. Jordan, H. Blake, J. Tattersson, W. Nancarrow.  
Sitting—G. Bennett, J. Hayes and A. Hore.



*Accountancy Team.*

Standing (Left to Right)—H. Bryant, J. H. Graham (Umpire), H. Moffatt, E. Luff, G. McInnes, A. Burrows, F. Orders, P. Gleeson.  
Sitting—W. Gleeson (Umpire), S. McArthur, F. Cadan, R. Carter.

On Monday, the 25th January, at the South Melbourne Cricket Ground during lunch adjournment of match Jolimont Yard v. Shelter Shed, Mr. W. A. Kennedy, President of Jolimont Yard, presented medals won by Messrs. D. Wheelahan, Batting Average; S. Watson, Bowling Average; and P. Prater, Best All-round of Jolimont Club for season 1924-25.

Mr. Kennedy, in making the presentations, congratulated the recipients on the merit of their performances, and trusted they would take an active part in fostering the grand old game for years to come.

## Numurkah v. Tocumwal

A happy reunion of Goulburn Valley Railwaymen was spent on a recent Sunday, held in the form of a cricket match, played between the Railway staff of Numurkah and the staff at Tocumwal. The match was played at Yarroweyah, amid great enthusiasm.



*Numurkah Team.*

We journeyed there in cars—one big car load from Shepparton. Altogether, there were nearly 300 people. The players at both Tocumwal and Numurkah were very keen to win, but, unfortunately for the Numurkah team, they were badly beaten.



*Tocumwal Team.*

They put up a good showing in batting, but their fielding was weak.

We will be playing a return match in about 3 weeks' time, and hope to beat Tocumwal then.

The next day will be taken in the form of a picnic, as we intend going up about 10 a.m., taking all the womenfolk and children with us.—W. J. KEATING, Secretary, Numurkah C.C.

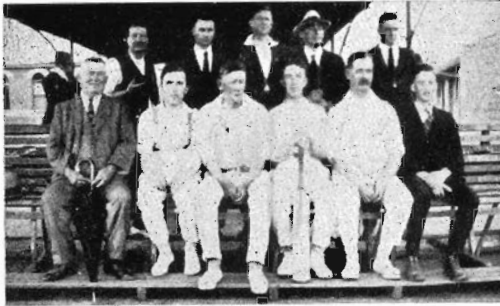
### SOMETHING UNUSUAL!

Maryborough railwaymen don't claim to be unusually thrifty, but here's an interesting item which should lead to some speculation on that score.

No less than 15 of the local staff have motor cars of their own!

Envious readers are informed that there are at present no vacancies on the Maryborough staff.

## Ballarat Engineers Defeat Transport Men



*District Engineer's Team.—Back Row: A. Lukey, H. Ferguson, H. Orpen, H. P. Nolan, W. O'Brien. Sitting: E. J. Hayes, R. Rochester, G. McCubbin, A. J. Ward (capt.), G. Cullen, R. Bloink.*



*District Superintendent's Team.—Back Row: C. E. Williams, M. J. Davey. Sitting: F. Darcy, W. B. Abraham, T. H. Maddern (capt.), W. Troughton, E. R. Jenner. Front: R. Maine, W. Dunn, W. T. Foley, E. Gronn, E. Sparks.*

February 6 will long be remembered by the above staffs as the occasion on which the first cricket match was held. It promises to be an annual event.

A challenge was received from the Engineer's Staff and was enthusiastically taken up by the D.S. Staff. The authorities at St. Patrick's College kindly loaned the ground and material, and for some weeks before the match both teams were busy making preparations and getting their eye in.

Capt. Maddern (D.S.) won the toss, and elected to bat. Foley and Williams opened the innings, the latter to the bowling of Cullen. Both batsmen settled down and had made a first wicket partnership of 49 before Foley was sent to the pavilion after making a first-class 27, including two boundary hits.

S. Burt was the next to follow on, but remained for two balls only—2 for 48.

Traffic Inspector Abraham followed on, but lost Williams off James's bowling. Williams had made 21, including four hits to the fence—3 for 49. As it was a one day match, a time was agreed upon to bat and the whole of the Transport Staff had been dismissed by that time for 97. Captain Ward (D.E.) sent Road-master Nolan and Mr. Cullen to the wickets, and the R.M. opened to the bowling of Williams, whilst Davey bowled from the other end.

It was some time before these two were separated, eventually Nolan being sent to the grandstand with a score of 28, being bowled by Davey. Cullen saw several wickets fall before being clean bowled by Darcy. This bowler caused a sensation by breaking Cullen's leg stump in several places.

The individual scores were as follow:—

### DISTRICT SUPT.'S STAFF.

C. E. Williams, b. James, 21; W. T. Foley, c. Ward, b. Cullen, 27; S. Burt, b. Cullen, 0; W. B. Abraham, run out, 4; W. Troughton, b. James, 2; E. R. Jenner, b. Cullen, 0; M. J. Davey, retired, 11; E. Sparks, b. Cullen, 0; E. Gronn, b. Lukey, 4; W. Dunn, retired, 13; T. H. Maddern,

not out, 1; F. Darcy, run out, 11; Sundries, 1. Total, 97.

Bowling.—G. Cullen, 4 for 34; F. Bloink, 0 for 31; J. James, 2 for 16; H. P. Nolan, 0 for 5; A. Lukey, 2 for 10; Haines, 0 for 3.

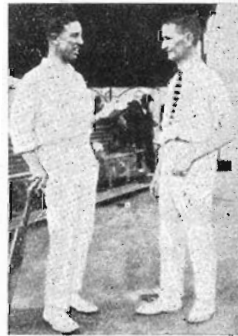
### DISTRICT ENGINEER'S STAFF.

G. Cullen, b. Darcy, 36; H. P. Nolan, b. Davey, 28; Ferguson, b. Darcy, 2; J. James, retired, 21; A. J. Ward, b. Darcy, 17; G. McCubbin, c. Dunn, b. Darcy, 2; F. Bloink, c. and b. Williams, 13; F. Orpen, b. Darcy, 0; Haines, b. Darcy, 4; R. Rochester, st. Foley, b. Williams, 3; A. Lukey, not out, 3; Sundries, 10. Total, 139.

Bowling.—Williams, 2 for 32; Davey, 1 for 37; Darcy, 6 for 31; Jenner, 0 for 7; Foley, 0 for 32.

Only one six was hit, that by Dunn, of the D.S. staff.

A return match is promised at an early date, when it is expected that the "Ashes" will again rest in their accustomed spot in the D.S. Office.



*Capt. A. J. Ward (District Engineer), left, tells Capt. T. H. Maddern (District Superintendent) how the engineers won the match.*

### WHAT IS IT?

*What is it that gives me my food and clothes and shelter and whatever comforts I need?*

*What is it that I sometimes neglect and make hasty remarks about?*

*What is it that I do not value until I lose it?*

*What is it that gives me a chance to climb high in the world?*

**MY JOB!**

It will interest old colleagues of Mr. S. W. Ramsay to know that his ability is meeting with its reward in the commercial world. A son of a former respected head of the now defunct Telegraph Branch, Mr. Ramsay was for some years a member of the staff of the Stores Branch and also the Way and Works Branch. He severed his connection with the Department some years ago and has since prospered in the indenting and agency business. Mr. Ramsay, who is now the Australasian representative of the Conway Stewart Co., the largest manufacturers of fountain pens and kindred lines in the British Empire, has our best wishes for his further success.

## Head Office Defeats Ballarat Workshops

On A.N.A. Day a team from the Ballarat North Railway Workshops engaged a team from the Head Office, Spencer-street in their annual battle for the cup held by the Workshops.

The visitors were under the management of Mr. Beary.

The Workshops' team won the toss, and batted, but offered a feeble resistance to the bowling of Mills, Hernan and Lalor, and were dismissed for the small total of 70.

At the luncheon adjournment Mr. Armstrong welcomed the visitors in a nice speech, which was endorsed by the Ballarat captain, Mr. McKay. Mr. Mills, the Head Office captain, responded, being supported by Mr. Beary.

Head Office, in their innings, did much better than their opponents, scoring 104, of which total Smith batted very attractively for 40 (retired).

After the tea adjournment, at which function the Workshops' manager (Mr. McGregor) was present, the visitors made their departure, taking with them Ballarat's best wishes—also the cup.

### WORKSHOPS.

Perks, c. Mercer, b. Mills, 4; Quirk, run out, 16; Armstrong, b. Casey, 7; J. Williams, lbw., b. Mills, 3; Hughes, b. Hernan, 9; McKay, b. Mills, 2; Wallis, b. Hernan, 11; S. Williams, lbw., b. Hernan, 4; Galvin, run out, 3; Tolliday, b. Hernan, 0; Rowe, c. Hernan, b. Lalor, 4; Mannion, not out, 1; extras, 6; total, 70.

Bowling.—Mills, 3 for 16; Manderson, 0 for 7; Casey, 1 for 8; Jones, 0 for 8; Hernan, 4 for 20; Lalor, 1 for 3; Smith, 0 for 15.

### STAFF OFFICE.

Smith, retired, 40; Manderson, b. Williams, 0; Mills, c. Williams, b. McKay, 22; Barrett, c. Quirk, b. Hughes, 1; Scown, b. McKay, 1; Casey, retired, 17; Mercer, b. McKay, 0; Tratt, b. Wallis, 12; McPherson, b. Galvin, 0; Lalor, c. Wallis, b. Galvin, 0; Jones, not out, 3; Hernan, b. Williams, 0; extras, 8; total, 104.

Bowling.—J. Williams, 2 for 17; Armstrong, 0 for 8; Quirk, 0 for 17; McKay, 3 for 12; Rowe, 0 for 5; Hughes, 1 for 21; Galvin, 2 for 7; Wallis, 1 for 6.

## Going to the Dogs!

WHEN I can write poetry as it ought to be done I am going to compose an ode or whatever poets call it—to the long-faced pessimist.

How would this do:—

“My grandpa notes the world's worn cogs,  
And says we're going to the dogs.  
His grand-dad in his house of logs,  
Swore things were going to the dogs.  
His dad among the Flemish bogs,  
Vowed things were going to the dogs.  
The caveman in his queer skin togs,  
Said things were going to the dogs.  
But this is what I wish to state—  
The dogs have had an awful wait.”

## Early Copy Wanted

Owing to the large field now covered by the Magazine and the quantity of manuscript dealt with each month, it is essential that contributors let the Editor have their copy as early as possible.

Nominally, copy closes on the 15th of the month, but to ensure insertion it is necessary for other than very important matter to reach the Editor early in the month.

## Spencer Street Staff v. Wesley Church Choir

An enjoyable match was played at Royal Park on 6/2/26 between teams from the Spencer Street Station staff, and Wesley Church choir.

Wesley batted first, but owing to the good bowling of Davis, Jones and Hendrickson, who divided the wickets, were all out for 35, Gilchrist being the only batsman to reach double figures.

Spencer Street knocked up 124, Hendrickson 53 n.o., McElhiney 15, and Westcott 15, did best. Hendrickson's 53 was a fine effort; he hit ten 4's. Gilchrist 4, Willis 3, divided the bowling honors. Players and visitors afterwards partook of refreshments kindly provided by the lady members of Wesley choir.—E. WILLIS, Hon. Sec.



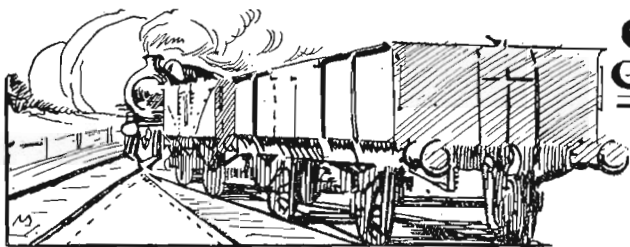
Spencer Street Team.



Wesley Church Team.

## Opportunity Column

For Sale.—Pigeons—Fancy, Homing, and Utility, including Tumblers, Beards, Nuns, Jacobins, Fantails, Turbits, Archangels, Magpies, Runts, etc. Write for particulars to 108 Garsed Street Bendigo, Vic.



# Safety First-

NOTES FOR MARCH

SHUNTERS  
GUARDS ..  
And Others

Always be careful  
to see that vehicles  
are clear of fouling  
points

Many accidents occurred to Victorian Railway employes during December. They clearly show how essential it is for railwaymen to be always on the alert against accidents, which mean suffering and loss to themselves, their families and the department. Here is the record of some of the mishaps for the month:—

**W**HILST a Cleaner was engaged throwing wood on to an engine, a piece fell on to his foot, and crushed it.

A Casual Laborer was placing the bottom of a sheep loading chute into position when the top dropped on to his head.

When a Leading Shunter was assisting to carry a bundle of iron into a truck he tripped over and fell, lacerating his arms and hands, and injuring his shoulder.

When engaged loading a bundle of iron into a truck, a Supernumerary Laborer tripped over some iron plates, and struck his face heavily on them, severely injuring his left jaw.

During shunting operations, a Shunter, when running after trucks to drop brakes, tripped over a heap of rubbish and twisted his ankle.

A milk can fell on to a Porter's foot and

fractured one of his toes whilst he was engaged unloading milk from a van.

Whilst a Stower was engaged stowing goods into a truck, a barrel which was being wheeled into the truck fell from his hand-truck and injured his leg.

A roll of linoleum, whilst being discharged from a truck, fell on to a Supernumerary Laborer's foot and crushed his instep.

During unloading operations, a length of channel iron fell from the trolley and injured the right foot of a Leading Skilled Laborer.

Whilst a trolley was being propelled to pick up some material, a Skilled Laborer jumped off the rear end, and in doing so pushed the trolley suddenly with his foot, causing another Skilled Laborer to overbalance and fall on to the track, and receive injuries to his ribs.

## Trackmen. Take Note!

The RIGHT and WRONG method of breaking nut off bolt

RIGHT WAY

WRONG WAY



Stand inside and hit  
over the rail.

### Safetygrams

*Better late at the crossing than too soon at the Pearly Gate.*

\* \* \*

*Your children need you—work safely.*

\* \* \*

*Fire is costly carelessness. Stop it.*

\* \* \*

*Life's too short to take chances.*

\* \* \*

*The best safety device known is a careful man.*

\* \* \*

*Be ever ready to save life.*

\* \* \*

*Take the curves carefully.*

\* \* \*

*The Pay Car never stops at the Hospital.*



When nut breaks off it will  
probably hit workman  
on shin.

## Country Institute Reports

**BALLARAT.—Educational Class Results.**—A pleasing report was received from Mr. Bruhn, Instructor in Engine-Working and Westinghouse Brake, relative to the Departmental Yearly Examination for Drivers. Twelve Ballarat firemen presented themselves for examination during the year, and ten (10) were successful in passing all examinations, and are now driving. These were Institute Class students; the two who failed to pass were not students of our classes. Three (3) of Mr. Bruhn's students also qualified to compete for the "Harold W. Clapp" Prize.

**New Institute Building.**— Unless something unforeseen happened to hold up material, it was ascertained the building would be completed at the end of April, 1926.

**Ladies' Committee.**— In view of the fact that we would soon be running social evenings in the new building, it was suggested that the Ladies' Committee in force some time again be organised, and with this end in view, it was decided to hold a social evening for members of committee, their wives, and friends, on Saturday, 20th February.

## St. Vincent's Hospital Appeal

### Result of 50 Raffle Drawing.

The President of the institute announces that the drawing of this raffle took place in the Cathedral Hall on Thursday, February 4, with the following result:—1st prize, 967,296; 2nd, 402,829; 3rd, 96,369; 4th, 581,255; 5th, 790,378; 6th, 708,904; 7th, 856,148; 8th, 12,728; 9th, 772,839; 10th, 294,429; 11th, 592,453; 12th, 359,807; 13th, 671,144; 14th, 342,148; 15th, 356,090; 16th, 965,374; 17th, 199,271; 18th, 470,337; 19th, 864,680; 20th, 833,511; 21st, 889,383; 22nd, 773,274; 23rd, 70,534; 24th, 544,954; 25th, 192,571; 26th, 939,375; 27th, 353,294; 28th, 965,377; 29th, 886,922; 30th, 444,305; 31st, 77,805; 32nd, 551,461; 33rd, 595,650; 34th, 733,573; 35th, 614,898; 36th, 790,554; 37th, 679,697; 38th, 7370; 39th, 285,118; 40th, 742,583; 41st, 304,545; 42nd, 80,167; 43rd, 760,581; 44th, 197,356; 45th, 851,392; 46th, 49,353; 47th, 786,216; 48th, 480,674; 49th, 942,918; 50th, 91,796.

## Building Construction Class

Free instruction in **Building Construction** is now given at the Institute, the course comprising:—Excavations, Concrete, Bricklaying, Masonry, Shoring, Underpinning, Reinforced Concrete, Steelwork, Carpentry, Joinery, Plastering, Plumbing and Sewerage, Painting, Glazing, etc., Quantity, Surveying, Specifications.

Classes are held at the Institute on Tuesday at 7.30 p.m. and afford lad labourers, labourers, bricklayers, carpenters, joiners, fitters, plumbers, plasterers, leading hands and foremen, an excellent opportunity of fully qualifying in this important subject.

The registration fee is 1/-.

Enrol with the General Secretary, Victorian Railways Institute, Flinders Street.

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ever had awaits you at

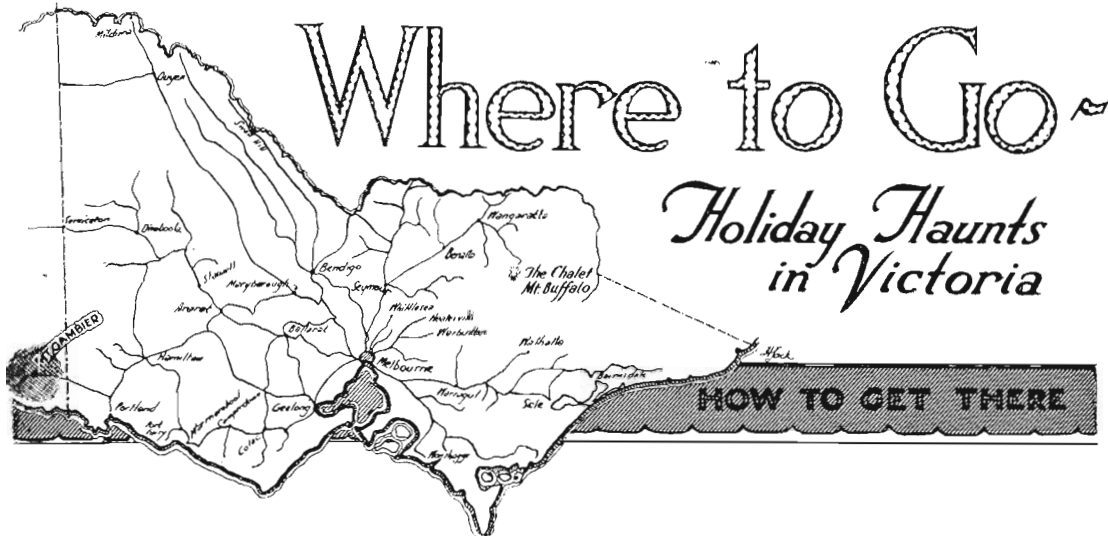
## WYCH CROSS

MARYSVILLE

The best equipped house  
of the finest Mountain  
Resort in Victoria

Phone Marysville 4  
or write to

**FELIX St. H. JELICOE**



Although Mount Gambier is a South Australian town, it is well known to Victorians, as it is only a few miles over the border, and forms the terminus of the line from Heywood controlled by the Victorian Railways.

## Picturesque Mount Gambier and District

**M**OUNT Gambier can be reached by two different routes, via Serviceton and Narracoorte or Heywood. The town is perhaps one of the best laid out in the Commonwealth, the roads and streets are well cared for, and the drains are more than adequate, even for the most violent rainstorms, the water being carried away immediately. The sewerage system in the town is perfect.

Main-street reminds one of a Melbourne suburban centre. Business is brisk, the shops are very attractive, and the hotels and houses of accommodation are highly spoken of by tourists.

The Town Hall Gardens, situated near Main-street, present a brilliant spectacle. It is in these gardens where a cave has been formed by nature and this provides for the drainage of the town. Where the water eventually deposits itself remains a complete mystery.

### A Pleasant Walk to the Blue Lake

A very pleasant walk is to the Blue Lake and Leg of Mutton Lake, both of which are approximately  $1\frac{1}{2}$  miles from the town. The Blue Lake is not such an extensive sheet of water as the average traveller imagines, but it is the unique experience of viewing a lake formed by volcanic action and the pretty surroundings which make it attractive.

All who have read the life and studied the poems of Adam Lindsay Gordon, the late famous Australian poet, would be interested to see the spot where he performed his well-known leap. A monument is erected to his memory at this location, and it is situated near the Blue Lake. An enjoyable motor trip can be made to the Centenary Tower. From this vantage point a magnificent panoramic view is obtainable of the Lakes and Mount Gambier and district.

A day trip can be made to Port McDonnell, a distance of 20 miles from Mount Gambier. From there on to Cape Northumberland (the furthest point south in South Australia) one is amazed on seeing the fierceness of the sea; the waves combat with the rocks, causing a terrible roar. At this point, owing to the dangerous coast, vessels are compelled to keep a great distance from land.

The Cape Northumberland lighthouse is a splendid structure, and has the most powerful lights on the Australian coast.

From Cape Northumberland the journey is con-

tinued to Dingley Dell, the old home of Adam Lindsay Gordon. The poet could not have selected a more secluded position for peace and quietness for the benefit of his occupation. It is grandly situated among beautiful Australian gums and wattles. It is only a small residence, and is controlled by the South Australian Government. A caretaker has charge of the home, and tourists are invited to have afternoon tea in the same room as Gordon had his. This latter trip is the most interesting and educational of all.

Mount Gambier is not only interesting, with its surrounding scenery and volcanic country, but it is an historical place well worthy of recommendation to the most ardent traveller.—A. E. DUNSTAN.



Few people know that there is a narrow-gauge railway operating in the hills not 70 miles from Melbourne, and that a tunnel 1000ft. long has been cut through the Dividing Range to enable the timber to be conveyed to Powelltown. The line was constructed and is owned by the Victorian Timber Company.

Further information on these resorts may be obtained from the Government Tourist Bureau.

*Bush Fires—(Continued from page 11)*

green flag, belongs the unenviable distinction of being mixed up in the fire's last serious act of trespass on railway property.

He was on the 11.5 a.m. train from Fern-tree Gully to Gembrook on the Sunday after Guard Fleming's alarming adventure.

"We thought the worst of it was over by then," he remarks, "but just after leaving Cockatoo we ran right into a grass fire. The wind was blowing against us, and we couldn't see anything for smoke. The fire had reached the track, sleepers were blazing, and, owing to the smoke, we couldn't see how the bridge, which was just the other side of the fire, had fared.

"As luck had it, the bridge was being repaired at the time of the bush fires, and the timber which had been stacked close at hand was ablaze. The bracken and scrub on both sides of the line was burning, and all the fencing and several telegraph poles had come down. Every now and again the wind would blow a suffocating cloud of smoke towards us, and we would back a little.

"Well, we waited there for 15 minutes while the vanman went round the train and came back with the good news that the bridge was all right. We told the passengers—there were about 40 of them—to put up all the windows and get in the middle of the carriages, and then, by a stroke of miraculous good fortune, the wind veered around gustily, and for about five minutes the smoke blew away from us, giving us just enough time to scrape through safely.

Gang was on the Job.

"It was all right coming back, because a gang was on the job, and kept the line clear."

Station premises were not in such danger from the fires, as press reports would lead one to believe. The flames got within a quarter of a mile of Fern-tree Gully Station on one side and reached the rear of the school further on. Clematis also had rather an exciting time, but the determination of the local people and the untiring efforts of the railway men, most of whom fought the flames from the moment they were off duty, lessened the danger considerably.

None of the railwaymen who were on the trains that ran the gauntlet of the flames seemed to have been much concerned about the danger of their position.

Driver Joe Daley's only complaint was that the people at the house where he boards dragged all his belongings outside for safety, and mislaid quite a lot of his clothes.

Bill Philpot, another Fern-tree Gully guard who went through the fire, was on the step of his van about to wave his green flag when he was asked whether his journey had been very perilous.

"I should say so," was his solemn reply, as he caressed his moustache tenderly. "I put my head out of the window and got my whiskers singed and my nose scorched. Nothing to laugh about, I can tell you."

**Anxious Time for District Engineers**

Considerable anxiety has been caused the District Engineers on account of structures and tracks being threatened with extensive damage.

The fire demon was not only confined to the bush area, but unfortunately found its way to the seaside, and at Carrum this was very pronounced. Word was received that a bad outbreak had occurred there, and a special train was chartered to take down a large gang of men to assist the local fighters, and it was only after hours of determined beating that the fire was defeated.

Another very bad outbreak was reported from Upper Fern-tree Gully, and the nature of same on this occasion also warranted the immediate dispatching of a special train. This fire proved to be of great magnitude, and within 70 minutes of word being received, the train arrived at Upper Gully with a large number of men on board equipped with the necessary fire-fighting appliances.

Between Lang Lang and Nyora another fire occurred and destroyed fences and a number of sleepers in the track, but on this occasion also it was extinguished before the devastating effects could spread.

The fires burning in the vicinity of Cockatoo also gave cause for anxiety, mainly due to them threatening a large trestle bridge of 10 15-ft. openings. This structure was in grave peril, but again the efforts of the track force were rewarded by the saving of the bridge.

\*—

*A railwayman at Ballarat has a sister who has visited England, and has met railwaymen on her travels.*

*In correspondence with one of them she has received a request to have the Victorian Railways Magazine forwarded to him each month. He had seen a copy in a London bookstall, and was taken with the quality of production. He lost no time in making his request to have it forwarded direct.*

**Commissioners Thanked**

At the annual interstate conference of citrus-growers, held at Melbourne on February 3 to 5, the following resolution was unanimously agreed to:—

"That this interstate conference of citrus-growers places on record its keen appreciation of the sympathetic attitude and practical help extended by the Victorian Railways Commissioners to the fresh fruit industry.—B. S. B. Cook, Secretary, Federal Council."

**THE TELEPHONE**

*affords you an opportunity, through your courtesy, to enlarge the Department's reputation for co-operative service. In your daily use of it remember that as far as the person at the other end is concerned, you are "the Victorian Railways."*



(By PENELOPE)

## Matrimony Without Misery

*One possessed of far greater wisdom than the writer enunciated the dictum, "The love of money is the root of all evil," but in the following article "Penelope" suggests to her readers a less comprehensive and somewhat opposing statement.*

THE corroding canker of many matrimonial ventures is the failure to finance soundly. Quite a large percentage of couples who marry without financial reckoning, fall into the slough of despond, which inevitably engulfs the financial incompetents.

We live in a world netted with economic complexities, and woe betide the flounders who, through their short-sighted folly, are caught in the meshes and doomed to destruction.

"Successful financing" should be the "Safety First" principle of everybody not possessed with an over-abundance of this world's goods, and the following must surely appeal to my readers as sound common sense:—

1. The couple who propose to marry on £5 per week, and pay from 30/- to £2 a week as rent, are deliberately placing themselves on the bread line "for duration."

2. If a single man's income has been insufficient to allow of him saving the necessary deposit on a house, it is only logic that that same income is not going to support a family and supply the needed deposit.

### Can Two Live as Cheap as One?

3. The old proverb, "Two can live as cheaply as one" is the very opposite of an axiom, for while the latter is an indisputable self-evident "truth," the former is a self-evident "stupidity." I know of one unfortunate who summed the position up truthfully by saying, "Before I married, I thought two could live as cheaply as one—afterwards I found they had to." Economic situations have changed during the last 50 years, but our ideas are often groping half a century behind.

A five-roomed wooden cottage can be built for about £850, while a similar sized house in brick cannot be built for much less than £1150. To purchase either home a working man contemplating matrimony and desirous of being freed from subsequent financial embarrassment, should pay a deposit of at least £250. With furniture as well, and a necessary reserve against contingencies, approximately £400 in all is needed. Admittedly this is no small sum to save from average wages.

While the bread-winner is aiming at this figure, the woman's corresponding objective is a trousseau, the cost of which, on an average, is in the vicinity of £50. Maybe, however,

the woman has been earning £3 per week for some years, and not having had the burden of home support, is generally in a more favourable position financially than the man at marriage.

Is it too unromantic to suggest that where £400 has to be raised, and the girl is in a reasonably good position, that she should contribute towards the necessary deposit on her future home?

I have stated previously that to purchase a cottage a deposit of at least £250 should be paid. Admittedly lower deposits are sometimes accepted, but the interest charges are consequently heavier, and disregard of interest payments is a sure sign of financial chaos.

### Some Constructive Advice

To those about to take the responsible step, let me offer some constructive advice, which I trust may help to solve the financial problem.

Firstly—Begin by paying as large a deposit as possible on your future home.

Secondly—Aim at reducing your mortgage by regular instalments.

Thirdly — Be conservative about financial outlay. Bankers are reputed to be cautious, and take few risks, and when a bank recommends the adoption of caution, the individual is wise to fall into line.

Lastly—Remember it is easier to steer clear of the "rocks" than it is to get adrift again after getting well stranded.

My readers may ask "Why does this article appear on the "Woman's Page"? Well, let me explain. Where financial muddling occurs, invariably the woman suffers, and my object in including this article in these columns is to warn my fair sisters against embarking upon a matrimonial sojourn without having an abundance of financial reckoning in their knapsacks.

---

To avoid the plumber's bill, pour a cup of kerosene down the sink once a month. Next morning pour down 2 gallons of boiling water. The kerosene will cut any grease from the sides of the pipe, and the boiling water will dissolve and wash it down.

When aluminium pans become black and dull-looking, clean them with a soft rag dipped in lemon juice. Rinse in warm water, and they will shine like new. Should an aluminium pan get burnt while cooking, boil an onion in it. The burnt part will rise to the top like scum, and will leave the pan quite clean.



## *Breakdown Trains Always Ready*

*(Continued from page 10)*

the other ambulance equipment, a portable telephone, and a stock of sou-westerns and leggings.

Then there is the hospital car—a portable hospital and surgery combined, with stretchers, hot water service, operating table, and all necessary medical equipment. This car is rather an aristocrat, and does not consort with the common railway rolling stock, being parked in a special shed for protection. It is not taken out with the breakdown train unless a person is known to have been injured in an accident. It is some considerable time since it last left the shed.

The man who is responsible for seeing that all the equipment on the breakdown train is in good order and condition, who holds all the keys, who has been one of the breakdown gang on every trip of the train during the last decade, who is dragged from bed if an alarm arises at night time, and who has to drop whatever job he is doing during the day and race to the office immediately the warning buzzer hoots, is a broad-shouldered fitter's assistant, Tom Payton, who has served in the navy, and whose amazing ability as a splicer has given rise to widespread belief that he would have not the slightest difficulty in splicing together a couple of steel cables.

He displays no alarmed concern at the hazardous nature of his job.

"Dangerous work?" he repeats. "Well, yes, I suppose it is, in a way, but we seldom get hurt. Just got to keep your wits about you, that's all. Of course we are very fortunate in not having any serious accidents at all in Victoria these days.

"The time the Adelaide express was derailed at Glenorchy there was a narrow escape

from a disaster. There had been a washaway, you remember—no railwayman was to blame in any way—and the engine ran off the rails, taking with it the two leading vehicles, which, by a marvellous stroke of luck, happened on this occasion to be the mail vans, and not the sleepers. No one was hurt.

"Sunbury was the scene of a most unusual accident a long while ago, no less than three trains being concerned. An 'up' train collided with a stationary train, and, leaving the rails, crashed into a third. The driver hurt his hand, but no one else was injured.

"On another occasion we had to go as far as Peshurst, where an engine and six trucks had been derailed, owing to nothing more serious than a casual collision with one solitary cow. No, I don't know whether the cow escaped."

Although in the case of big accident the depot's breakdown train might have to travel far afield—besides the Glenorchy and Peshurst trips, Tom Payton recollects hurried journeys to Branhholme and Harcourt—yet, to deal with small local troubles, five other OO breakdown vans, all equipped with the same up-to-date appliances and accessories as the North Melbourne vehicle, are scattered around the State, being located at Ballarat, Bendigo, Geelong, Jolimont and Seymour.

To prevent any confusion and eliminate the possibility of any of these accessories being mislaid, the equipment of each particular van is painted a distinctive color.

If it belongs to Ballarat it is a pale green, to Bendigo yellow, Geelong pink, Jolimont red, North Melbourne pale blue, and Seymour black.

There's one thing that's quite evident, therefore, and that is, in the "Be Prepared" business, Baden-Powell's most conscientious boy scout has nothing at all on the Victorian Railways.

Pessimism sees a difficulty in every opportunity. Optimism sees an opportunity in every difficulty.



*Phyllis and Mirie Russell, who say they always enjoy reading the Children's Page. Their father is a well-known railwayman at Ballarat East Loco.*

## Answers to Correspondents

- J.McI.**, Balmattum.—Next issue.  
**C.D.T.**, Box Hill Line.—Enquiries are being made.  
**C. A. Potter.**—Many thanks. Pictures will be published.  
**P. Rao.**—See this issue.  
**J.H.F.**, Warrnambool.—One is very good; will publish.  
**A.L.S.**—We are pleased you like the Magazine.  
**Jim.**—Article returned; too long; cut by half.  
**W.G.W.**—Using portion; other returned.  
**F.M.**—Some of the pictures unsuitable. See others this issue.  
**J.C.F.**—Drawing rather shaky; try again.  
**Roy, F. E.**—We have rather much upon the subject.  
**W.E.A.**—Article unsuitable; is being returned.  
**Tom B.** (Homebush).—Next month.  
**Bill Blackblock.**—Thanks for compliments; yes, certainly, the Indian ocean, not the Atlantic.

Bendigo railwaymen evidently realise that their own interests are interwoven with those of their employers, and that the prosperity of the railways must reflect itself on the individuals which they employ.

The following motion at a recent meeting of the Bendigo sub-branch of the Australian Railways Union proves this contention:—

"That some action be taken by members of the Bendigo sub-branch of the Australian Railways Union to counteract the unfair competition against the railways by the road motor transport traffic."



Uncle Ben's mail is getting bigger and bigger. He got quite a lot of nice little letters last month, and some of them were so interesting that he really had to find room for them for his other nieces and nephews to read too.

**Mirie Russell** writes.—My sister Phyllis and I always read the Children's Page in the Magazine. My father is the brake blocker at Ballarat East loco. I am nine and in the fifth grade at school, and Phyllis is eight and in the fourth. We have three little kittens, and, Uncle Ben, I am sure you would laugh at them—they are so playful. Mother says any of your little readers can have them, because they climb on her pot plants and knock them over. It would be nice, Uncle Ben, if railway children would write letters for the Magazine. I do love reading letters.

(And I love getting letters, too, Mirie. I hope I get a lot more like yours.—Uncle Ben).

**Jean Maclean** writes.—I always enjoy reading the Children's Page. Dad is a storeman at the Ballarat North Workshops, and I am nine years old and in the fifth grade at school.

(Glad to hear from you, Jean. You will see your name amongst the children who found out all the station names in the competition.—Uncle Ben).

**Betty Sutton** writes.—This is my first letter to you, Uncle Ben, and I like your page very much. My father works at the Newport Workshops, and he is a yard foreman. He brings home the Magazine every month, and there is always a quarrel to get it, so we take turns to have it. I am 13 years of age, and have left school, because I have my Merit. We are going to the railway picnic in March. I went last year and thought it was lovely. I went to Moorooduc for my holidays, and enjoyed it very much.

(You did get a lot of news into your letter, Betty. I'm glad you like the Magazine. You did very well to get your Merit when you were so young.—Uncle Ben).

**Ray Matthews** writes.—I am eight years' old and in the fourth grade at school in Stawell. My father is an engine driver in the railways. Very often we go to Lake Lonsdale, which is a good place for swimming. I have one brother, Jack, who is a scout, and I think there ought to be a page for scouts in the Magazine.

(Perhaps we will be able to start a Scouts' Page one of these days, Ray. Write again, won't you.—Uncle Ben).

**Jack Lewis** writes.—I am nearly 13 years old, and have to go by train to school because it is seven miles away. My mother is a caretaker at Bowman, and my father is a repairer. I am thinking about being an auditor when I grow up, as I like accountancy work very much. I help my mother at the station whenever I can.

(That's the style, Jack. You've got a long way to go to school, but if you study you're bound to get on.—Uncle Ben).

Dear Uncle Ben.—I just send you snaps of myself, and I would like you to put it in the "Magazine." I was so pleased to read your welcome answer to my letter, and am glad to be the writer of the first one printed.

Father is to commence his holidays on the 30th of this month, so we are going to Sandringham. I have just returned from spending two weeks in the country, and had a lovely time. There is a pet lamb here, which we call "Billy," and my word he can butt with his head. He chases us across the yard. I will close now, as it is nearly 10 o'clock. With good wishes from your niece,  
LINDA COOK.

Kerang, 23/1/26.

Well done, Linda. Your account of the pet lamb is good, but you must be careful not to get hurt.

QUITE a number of correct solutions were received for our hidden station names competition last month. Here are the correct answers:—Bendigo, Geelong, Ballarat, Prah-ran, Seymour, Dandenong, Coburg, Richmond.

Have a try at the following hidden station names for this month. All the stations are on the Bendigo to Melbourne line:—

- |               |             |
|---------------|-------------|
| 1. Varwoensod | 5. Monaced  |
| 2. Roogakan   | 6. Denwood  |
| 3. Mainastecl | 7. Isbgorne |
| 4. Tonkyne    | 8. Nehinssu |

These are the names of the children who sent in correct answers to last month's competition:—Mirie Russell, Ballarat East; Ronald Cousin, Mitcham; Jean Maclean, North Ballarat; Berenice Bowles, Elsternwick; Helen Macgregor, East St. Kilda; Isobel Phillips, Brunswick.

Edna Morrison, North Williamstown; Malsie Stone, North Essendon; Jessie Lamb, Bendigo; Laura McLeod, W. Brunswick; Hilda Hutchins, Natimuk; E. Smith, Footscray; Bessie Splatt, Oakleigh; Tom Barrett, Homebush; Clarence Lucas, Orbost; Nellie Roche, Ascot Vale.

Tillie Norton, Benalla; E. Norton, Benalla.



This pleasant little picture is that of Miss Linda Cook, aged 12 years, daughter of Mr. Cook, Stationmaster, Kerang, who writes to Uncle Ben.



*"Knowledge locked between two covers—books are the keys."*

## Literary Lines

THAT extraordinarily successful "best seller" of England and America, Michael Arlen, to wit, has maintained his position and prestige with "May Fair." It is a volume of short stories held together by sequence, and thus a sort of serial. Ably and delightfully written, the work brings romance into contact with reality, and so provides the up-to-date in an older garb. Of course, it is done very cleverly and very interestingly, and makes admirable entertainment without stupidity.

That sweet singer of the Australian soul and soil, Mary Gilmore, is to be complimented on the topicality and gracefulness of "The Tilted Card," a book of poems just out. The bush and the home are the centre pieces of her themes, and she treats of both lovingly and with rich talent.

Many years ago, when laying a foundation stone of a literary institute, the then Governor of N.S.W. (Lord Chelmsford) said books were the best friends they could have—better than the friends in the flesh, because they could not rely upon friends in the flesh. If you wanted a friend to accompany you on a railway trip he might disappoint you at the last moment, and say that he was too busy to spare the time. But Thackeray or Dickens would go with you, and afford you good company. If the children had the measles, or the servant or the wife was not cooking quite right, Thackeray or Dickens would not have the measles, and would give solace when the cooking was not up to the standard.

"The Great Pandolfo" (William Locke) is an excellent novel. The story is of a self-made man following his father's profession of peddling; but unlike his father, Pandolfo is of a strong personality, and has the capacity of making money readily.

Pandolfo's dominant personality leads him into an unsatisfactory wedding, but he at last finds great happiness in poverty with the only lady. Refreshing, as Locke is always.

Thomas Hardy, the famous author, in a speech deploring the appalling increase in slipshod writing, and pleading for the cultivation and production of pure literature, said: "For my own part, I think—though all writer's may not agree with me—that the shortest way to good prose is by the route of good verse. The apparent paradox—I cannot remember who first expressed it—that the best poetry is the best prose, ceases on examination to be a paradox, and becomes a truism. Anybody may test it for himself by taking any fine lines in verse and casting off the fetters of metre and rhyme that seemed to bind the poet, trying to express the same ideas more freely and accurately in prose. He will find that it cannot be done; the words of the verse fettered as he thought them—are the only words that will convey the ideas that were intended to be conveyed."

A correspondent writes to the "Sunday Times," London:—"In Dame Nellie Melba's book on "Melodies and Memories," page 271, she states that, after singing "Coming Thro' the Rye," Lord Mount Stephen said to me: 'I suppose you are like the rest of them—you think "Coming Thro' the Rye" means coming through a field of rye.' 'Well, doesn't it?' He shook his head solemnly. 'It does not; it means coming thra' a bur-r-rn. The rye is the name of a Scotch burn.'

I have asked several Scots if they heard of this meaning of rye. Not one had, though one told me that he believed rye was not grown in Scotland. "Ree" is an obsolete word for a river.

## Did You Know?

HERE is a thing you may not yet be aware of.

When you sat in the theatre the other evening with your wife or your friend, they saw a different play to what you yourself saw.

When you listened to that lecture you heard a vastly different lecture to the man sitting next to you.

When you listened at a concert you were hearing something quite different from many other people.

As you walked down the street last Sunday you witnessed different things and a different life from that seen by others who walked with you or near you.

No two people are exactly alike. All see things from different angles. Think this out, and it may stop a lot of silly arguments. Fancy two people meeting one another, one wearing green glasses and the other black glasses waxing hot and tempery because neither would give way that what they saw was the self same thing.

## Denilquin-Echuca Line

(By F.M.)

AFTER two years' administration of the line between Echuca and Denilquin (N.S.W.) by the Victorian Railway Commissioners, the people of this area of the Riverina realise the significance of unified control of railway systems.

The line (45 miles in length) was taken over from the Denilquin and Moama Railway Company, under the Border Railways Act, on November 1, 1924. The influence of the new controllers has wrought miracles for the New South Welshmen of this isolated district. They were slow to realise it, but now they are pulling harmoniously with the railwaymen for the best service.

Before November 1, 1924, there was only a mixed train daily. The journey was slow and tedious. Compared with this, there is now a passenger train, fares and freights have been reduced about 30 per cent., the train leaves one and three-quarters hours later, and arrives an hour earlier.

The line to Balranald from the junction, five miles from Echuca, which is more than one hundred miles across a beautiful pastoral district, is almost completed. It will open up some of the finest sheep and wheat lands in Australia.

In taking over the Echuca-Denilquin line, the Victorian Commissioners offered to every employee the privilege of retaining their positions.

## English Railway Practices

(Continued from page 15)

top of the guard's vans, which are common here, are seldom seen in Britain, but a somewhat similar arrangement is often placed on each side of the van, thus allowing the guard an uninterrupted view along the train.

Two forms of brake, the vacuum and the Westinghouse, are in use, and this has necessitated certain rolling stock being dual fitted to enable it to be run on "foreign" lines.

The latest development in carriage construction is the introduction of the articulated system, in which the adjoining ends of two carriages are carried on a single bogie. In addition to economy in first cost, smoother riding is claimed for trains constructed on this system. There would appear, however, to be one drawback, that of having to withdraw from service the whole of an articulated unit, when perhaps only one vehicle requires repair or other attention. The fact that two railways now have trains of this type running, however, seems to indicate that the advantages outweigh the disadvantages.

### Extension of Common User System

A visitor to Britain would probably be amazed at the number of trucks and vans bearing the names of private owners, representing every conceivable branch of industry. The present tendency, however, is for extension of the "common user" system, under which the railway is owner of, and responsible for, the upkeep and distribution of rolling stock.

High-capacity vans, except for special purposes, do not find favour in Britain, and the vehicle to carry about 10 tons is most in evidence. The use of larger trucks is increasing, and the Great Western Railway has recently had built several trains of 20-ton trucks for the South Wales coal traffic, special rebates being allowed to colliery proprietors who avail themselves of these trains.

Insulated vans for the transport of meat, special fruit vans, and fish vans are seen in large numbers, express fish trains being run from the large fishing ports.

The carriage of motor spirit also calls for special tank trucks, and these are often as gaily colored as the motor vehicles, which are now such a feature on the roads.

### British Railway Track Unique

British railway track is probably unique in that the lines are not spiked down to the sleepers, but are laid first in steel "chairs," in which they are wedged by wooden keys, the chairs being bolted to the sleepers. On straight sections of the main lines specially long pieces of line are used, thus reducing vibration to a minimum.

There are a few places in which trains travelling in the same direction use adjacent tracks, and the writer remembers once being a passenger when two trains were running a



A tiger snake, four feet long, recently killed by Repairer F. Adams, at Gould Station, on the Walhalla line. Photo. taken by Mr. L. P. N. Sullivan, T.S.M.

"dead heat" at about 40 miles an hour, and committing a flagrant breach of the rules of "Safety First" by shaking hands with a passenger in the other train. Fortunately, there are few opportunities for this kind of "stunt."

Victorian methods of signalling appear to be very similar to those in Britain, where, however, an attempt is sometimes made to further distinguish the "distant" arms, in addition to "fish-tailing" them. One such method is to place a large circle on the arm, similar in size to the cross which is used when a signal is out of use. Automatic and daylight color signals are used where traffic is particularly heavy, chiefly in the London district.

### Prompt and Cheerful Service

In Britain, as in Victoria, is to be found that spirit of prompt and cheerful service which is so essential to successful railway operation, and a pride in being a part, however minute, of an organisation so colossal and complex.

The uniforms worn, although varying slightly on the different railways, are similar to those adopted here, with one notable exception—the stationmasters at the most important stations are to be found directing operations dressed in civilian clothes and a silk "topper." "Old fashioned" some people may describe it, but there is no gainsaying that it makes an indefinable impression upon both the travelling public and the working staff, perhaps because it imparts that "personal touch" which sometimes goes so far.

Another interesting branch of the railway staff on the large stations is the railway police, each company maintaining its own uniformed force.



THE question of selectivity of radio receiving sets has come into considerable prominence since the power of 3LO was increased, some listeners having difficulty in eliminating that station when receiving even 3AR and 3UZ; while the reception of interstate stations, 5CL and 2BL, has become almost impossible.

In order to understand how selectivity may be obtained, it will be necessary to consider the operation of tuning a set to receive waves of a certain frequency. Consider the ordinary arrangement of a coil and condenser in parallel. The capacity of the aerial and earth is in parallel with the capacity of the tuning condenser as shown, hence the combination is simply equivalent to an inductance and capacity in parallel. (See Fig. 1).

This capacity is varied by turning the knob of the condenser until the product of the capacity and inductance satisfies the following equation:—  
Wave length equals  $1885 \sqrt{LC}$ , in which post-

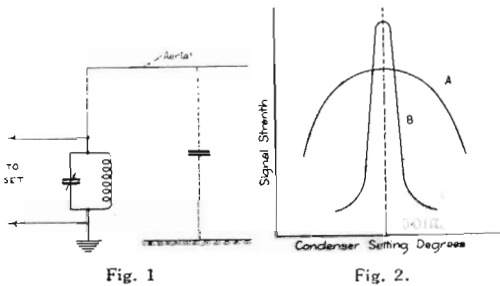


Fig. 1

Fig. 2.

tion of the plates the maximum signal strength is obtained, and the receiver is said to be tuned in to the wave length in question.

Now this operation may be shown very simply by a graph (Fig. 2), in which curve A shows the case for a high resistance tuner, and curve B for a low resistance arrangement of coil and condenser, designed for maximum efficiency. These curves may be derived both theoretically and experimentally, and show definitely that the cause of unselective reception is resistance in the tuning circuit.

This resistance is not the familiar "Ohm's Law" resistance of D.C. circuits, but is high frequency resistance, and is defined by the equation:—

$$R = \frac{\text{Watts lost in tuner}}{\text{Current flowing squared}} = \frac{W}{I^2}$$

It may be reduced by the following means:—

(1) By using stranded aerial wire, preferably with the separate strands insulated from each other. Enamel wire will protect copper from corrosion. Aerial should be continuous without joints in any part of down lead. Earth connection should be soldered to water pipe or earth plate. Counterpoise gives greater selectivity than an earth connection. Long aeriels add considerably to the resistance, but are of service in receiving long wave lengths of 1000 metres upwards. Insulation of aerial should be good enough to show "infinity" on the ordinary 500 volt "Megger" testing set.

(2) By using equivalent section of small insulated wires instead of one large wire. High frequency currents confine themselves to outer skin of conductor, and so a larger section for the H.F. currents is provided by breaking up the wire into a large number of small insulated conductors.

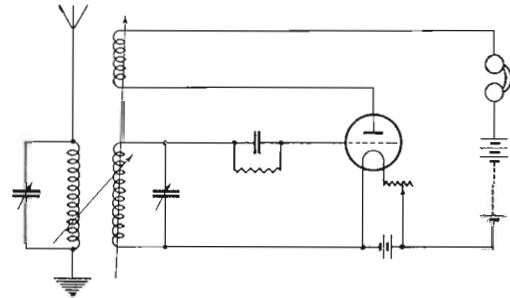


Fig. 3.

(3) By reducing the losses in the condensed coil. A good form of low loss condenser should be used in which no ebonite or insulating material is placed in intense electrostatic fields. The same applies to the coil. The simple single layer solenoid type with pipe spacing between turns is the best, especially when wound with wire of low H.F. resistance.

(4) In valve receivers selectivity may be increased by applying reaction to the aerial tuning circuit (see Fig. 3). As reaction increases, the resultant resistance becomes less, and when zero is reached, the valves oscillate. Hence reaction should never be pushed this far or interference with neighbouring receivers will result.

(5) Considerable selectivity may be obtained by using a coupled secondary circuit as shown in Fig. 4. Coupling should be loose between aerial and secondary coils. If reaction is used with this

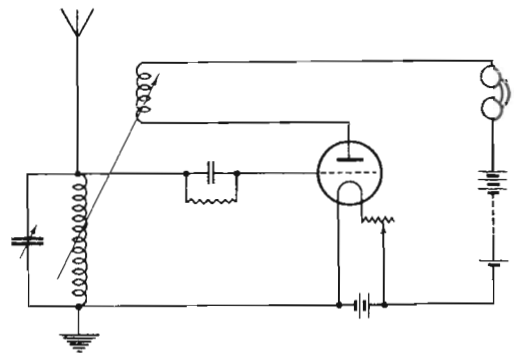


Fig. 4.

circuit and above points are attended to, a receiver with sufficient selectivity for all practical purposes will result.

The disadvantage of this receiver is that it uses two tuning controls. It is, therefore, better if simplicity is to be the primary consideration to obtain selectivity in some other way.—E.G.G.

(To be continued).

# SUPERANNUATION ACT

To Members of the Australian Mutual Provident Society.

Now that the above Act has been placed in the Statute Book, life assurance policies of Railway Servants at present held under the Compulsory Life Assurance Regulations are released therefrom, and placed at the disposal of the assured, who may deal with such policies at their own discretion.

The following alternatives will be available in the case of each policy, viz.:-

1. The policy may be continued by the policyholder at his own cost and under his own control.
2. Subject to their concurrence, it may be carried on by the Superannuation Board, who will advance the premiums as they become due, and at maturity of the policy deduct from the sum payable the premiums so advanced with 4 per cent. compound interest.
3. Exchange the policy for a fully paid-up assurance under a similar table (free of all future premiums and participating in future bonuses) on the terms stated below. (Minimum £50.)
4. Reduce the sum assured to any amount not less than £50 with a correspondingly reduced premium.
5. Surrender the policy for its present cash value, which will vary according to the age at entry of the assured, the duration of the policy, and the amount of Bonuses which have been allowed to remain attached to it. (A policy less than two years in force has no surrender value.)
6. Borrow on its security up to 90 per cent. of the surrender value. The present rate of interest, subject to prompt payment, is 6 per cent. per annum.

If it is found inconvenient to continue paying the premiums under the existing policy or to make arrangements for its maintenance by the Superannuation Board the Society recommends that it be converted into a fully paid-up policy free of future premiums.

The paid-up policy which will be issued in lieu of a Railway Service policy would be represented by the proportion of the original face value which the premiums already paid bear to the total amount of premiums payable over the whole term to the maturity of the contract by survival of the assured. Thus a policy for £300 effected at age 20, and to become payable at age 60, under which 40 years' premiums in all are to be paid, and which has been 20 years in force, would be entitled to a fully paid-up policy of £150, i.e., 20/40ths or one half of the original sum assured. The bonuses then remaining attached to the original policy would be added to the paid-up policy, and bonuses would continue to be declared on it annually.

## ACTUAL EXAMPLE OF PAID-UP POLICY.

No. 617,671 for £300, payable at age 60 or previous death. Effected 15th December, 1905. Age at entry 20. Annual Premium, £7/3/6. As at 14th December, 1925, it is convertible into a fully paid-up policy, free of all future premiums, and sharing in future bonuses of one half (20 out of 40 premiums having been paid) of the original sum assured of £300, i.e. . . . . . £150 0 0  
Bonuses allotted to original policy £124 4 0

Total Paid-up Policy . . . . . £274 4 0

payable at age 60 or previous death.

If you find yourself obliged to surrender your policy you are advised to **APPLY DIRECT** either personally or by letter **TO THE SOCIETY** for any information you may require. All particulars will be supplied free of charge as soon as possible after receipt of the application.

No information can be given to a third party without specific written authority from the member.

The employment of a third party is not necessary, nor is it in the interest of the policy-holder.

MELBOURNE OFFICE: 459-463 Collins Street.

## DON'T LET YOUR POLICY GO.

The benefits provided by the State Superannuation Fund are extremely liberal, but they take the shape of annuities.

Annuities are good in their way, but should not be allowed to supersede your life assurance policy, which guarantees a considerable cash payment on your attaining age 60 or your prior death.

The availability of a cash sum in either contingency is of incalculable value. With it a mortgage may be repaid, a house purchased, or immediate and urgent responsibilities provided for.

No other provident investment can satisfactorily take the place of a policy.

Don't surrender your policy altogether. If you cannot see your way to pay both the premiums under the policy and your contributions to the Fund, the Society may be able to quote various options which may meet your requirements.

For your own sake and the sake of your dependents, keep your policy in force and take out further policies if you can.

## ACTUAL RESULTS

of a Policy payable at age 60 or prior death, issued to a

### GOVERNMENT OFFICER.

Policy No. 128,742 for £100 was effected in July, 1887, under the Life Assurance Regulations, the age of the assured being 22 next birthday, and it matured in July, 1925.

The amount paid at maturity was £189/2/- made up as follows:-

Original Sum Assured . . . . .	£100 0 0
Bonus Additions . . . . .	89 2 0
<b>Total . . . . .</b>	<b>£189 2 0</b>
<b>Total Premiums paid by Member</b>	<b>92 15 8</b>

Amount paid by A.M.P. Society in excess of Premiums received . . . . .	£96 6 4
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It will be observed that—

The Reversionary Bonus Additions are only £3/13/8 less than all the premiums paid.

The Policyholder has been assured since the issue of the Policy for an amount ranging from £100 to £189/2/-, and at maturity he received more than £2 for every £1 paid to the Society.

This example illustrates what has been done in the past. The record of the past is the best promise of the future, but it is not guaranteed that similar results will be repeated. Future bonuses must necessarily depend on future conditions.

## NO OTHER OFFICE CAN SHOW RESULTS EQUAL TO THESE.

F. T. BRIDGES, Manager.

## A Combustion Catechism for the Keen Fuel Conserver

- Q.—If an "N" class engine is working at full power (say, about 1000 h.p.), how much coal will it burn in one hour?
- A.—The area of fire-grate is 30 sq. ft. Each sq. ft. would burn about one cwt. per hour, a total of, say, 30 cwt.
- Q.—How much per minute?
- A.—Half-cwt.
- Q.—How many lbs. of coal in an average shovelful?
- A.—Seven lbs.
- Q.—If firing two shovelfuls at a time, what interval of time would elapse between fires when working at 1000 h.p.?
- A.—Quarter-minute.
- Q.—What interval when working at 500 h.p.?
- A.—Half-minute.
- Q.—What interval when working at 250 h.p.?
- A.—One minute.
- Q.—What interval when working at 125 h.p.?
- A.—Two minutes.
- Q.—What h.p. would represent the power absorbed by the Air Pump and radiation of heat from boiler when drifting?
- A.—Air Pump about 17 h.p. Radiation losses about 14 h.p.
- Q.—How often should two shovelfuls be put on to provide for this h.p.?
- A.—About every eight minutes.
- Q.—What would you assume if you saw black smoke at the funnel?
- A.—Supply of oxygen insufficient to suit the quantity of carbon being liberated at the time.
- Q.—What would you assume if you could not make black smoke by firing heavier than usual?
- A.—Insufficient carbon being liberated to suit the supply of oxygen—probably due to fire being too thick.
- Q.—How would you know if your fire was too thin in front, or too thick in front?
- A.—Throw about four shovelfuls down the front. If black smoke appears, fire is too thin in front. If no smoke appears, fire is too thick in front.
- Q.—What is the approximate firebox temperature when the fire appears a dull red?
- A.—1,300 deg. F.
- Q.—What gas is produced by combustion when the fire appears a dull red?
- A.—Carbon monoxide.
- Q.—What is the approximate temperature when the fire appears a bright white?
- A.—2,500 deg. F.
- Q.—What gas is produced by combustion in a bright white fire?
- A.—Carbon dioxide.

*Wherever the Trains go  
It's there —*

**VICTORIA  
BITTER**

## Horticultural Notes for March

### Sow These This Month

Carrot (Early Horn, Guerande), Cauliflower (late Eclipse), Chinese Cabbage, Cress, Endive, Kohl Rabi (large Purple, large Green), Lettuce (Iceberg, New York, Neapolitan), Mushroom Spawn, Mustard, Onion (Early White Queen), Onion, Tree (Bulbs), Onion, Potato (Bulbs), Parsley (Triple Curled), Parsnip, Pease (English Wonder, Witham Wonder, William Hurst), Radish, Salsify, Spinach (Prickly), Swede (Laing's Garden), Turnip (Orange Jelly, White Stone).

**F**LOWER GARDEN.—Beds of annuals that are now nearly past can be cleared and have a little old manure worked in preparatory to having winter and spring flowering subjects planted. Polyanthus and Primroses that are still in their summer quarters should be encouraged into growth by giving a good soaking of water. These plants in a few weeks will be ready for setting in beds, and are very effective in spring time.

The Lachinallias (Cape Cowslips) make handsome beds in early spring, and the bulbs should be planted now.

The Giant Daisies are also useful; also Pansies, Violas, Ranunculus, and many other kinds that can only be seen at their best in cool spring weather. In most gardens, where a bright display of suitable

subjects for winter and spring has been thought out, many kinds will have been sown in January, and are now ready for handling.

A place near the shelter of trees or shrubs should be prepared for the different varieties of Cineraria, also Primula and Malacoides.

It is time now that all bulbs of the Narcissus family were planted; also Hyacinths, Tulips, Irises (bulbous, rooted) and Lillies.

Finish the disbudding of Chrysanthemums early in the month, and keep all spent flowers of Dahlias and Roses removed.

**KITCHEN GARDEN.**—Where a late crop of French Beans are likely to be appreciated, two sowings at intervals of a fortnight should be made, one early in the month and the other toward the end. This late sowing is what might be called a chance crop, but with luck in weather it usually gives satisfactory results.

Tomatoes planted in January for late crop should be staked, so that the fruit will not lie on the ground in wet weather. This crop, like the late French Beans, is a chance; but, providing we escape early frosts, good fruit should be gathered right into June.

Celery will need further earthing up, and plantings of the Cabbage family must be kept free of weeds. Make further plantings of this useful vegetable; also plant out in sunny position Lettuces to come in in winter. The variety known as All the Year Round has proved the best one for standing the winter here.

Sow the usual monthly beds of Cress, Radishes or Mustard for succession where these vegetables are in demand for salads.

### Citrus Fruits for Health

**A**LL fruits are good for health, but there are none better than the citrus fruits—oranges, lemons, mandarins, limes or grape fruit.

In recent years scientists have come to recognise the wonderful aid to digestion which citrus fruits contain in the form of mineral salts and organic acids. They have demonstrated the beneficial effect of citrus foods upon the blood, and have shown how high is the vitamin contents of citrus fruits.

Oranges were once considered a luxury. Very few of them were produced, and they were consequently high in price.

Gradually the orange is becoming an article of daily diet. It is becoming less expensive to buy and better to eat.

"Vitamins," declares an eminent specialist, "are nothing more nor less than stored sunlight."

"Oranges and lemons contain a higher percentage of stored sunlight than any other fruits in the world."

Unless food contains a plentiful supply of vitamins, good health and life are impossible.

The importance of serving fresh fruit every day in the year cannot be over-emphasised, not only from the standpoint of flavour, but also of healthfulness.

At breakfast oranges may be served plain or in combination with other fruits.

Luncheon may be made appetising by a salad which includes oranges. Oranges may, with advantage, form part of the school or office or workshop lunch.

At dinner, in salad or dessert, oranges may appear in any number of delicious forms.

Lemon squash is always refreshing and most healthful.

Refreshments at afternoon and evening parties must be charming in appearance and flavour, but must not be too substantial. Fruit salads and desserts made with oranges or lemons meet these requirements best.

Eating the bedtime orange is a habit worth acquiring, for its valuable aid to health.

### First Radio Train

The first British wireless train has been completed. It is equipped with a superheterodyne receiver, a frame aerial, and 20 loud speakers, says the Melbourne "Herald" cable service. During a journey between Bristol and Cardiff, every passenger was enabled to hear music broadcast from six European countries, including San Sebastian, 1000 miles away. A steel bridge and the four miles of the Severn Tunnel (which runs beneath the estuary of the Severn River) were the only obstacles causing a complete fade-out.

### Hotel Service Par Excellence

"American hotels are marvellous. They have information bureaus, highly trained and alert booking clerks, prompt, almost automatic bell service, telephones in every room. In fact, every conceivable convenience for the client operated through a splendidly organised and systematised force of capable employees. The spirit and training of the employes also is unsurpassed anywhere. If a guest in an American hotel asks anything of them, no matter how unusual, they are not in the least surprised, nor do they question the request for a moment. Instead, they fulfil the demand quickly, quietly and efficiently."—Selected.

### Electricity Outpulls Steam

A practical demonstration of the strength of electricity and steam for railroad motive power was recently demonstrated in the scenic Cascade Mountains, when a bipolar electric motor locomotive and two mallet articulated compound consolidated engines were hooked together, and the steam and the electricity were turned on. In spite of a great amount of steam and smoke and spinning of drive wheels on the part of the steam engines, they were no match for the powerful motor, which dragged both of them, fighting every inch, up a slight grade.



## Smart Handling of the Wool Clip

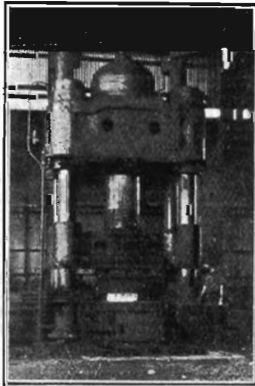
**K**EEN appreciation has been expressed by the wool broking firms of Geelong at the expeditious manner in which the wool was handled for the season just closed. All have written to the District Superintendent, Mr. A. G. Fletcher, complimenting the staff on the way in which they worked for the quick transport of wool from the respective stations to Geelong.

Messrs. Dennys, Lascelles Ltd. say: "The Railways have been called upon to handle perhaps not the biggest clip produced, nevertheless, a very big one, and one which was shorn under drier conditions than for many years. This caused no delays in shearing, hence the wool reached the seaboard in much greater volume than is usually the case. Nevertheless, the delivery from the Railways was handled so efficiently that no delays took place. This, in our opinion, is a very fine record indeed."

Messrs. George Hague and Co. Pty. Ltd. declare that, in their experience, extending over a long period, they have never had such good delivery and despatch, notwithstanding that because of the dry season the volume of business at some periods was above normal.

"We desire to express our appreciation of the capable manner in which the receiving and delivery of wool has been conducted by the Geelong district railway staff during this season," say Messrs. Strachan, Murray and Shannon Ltd. "The expeditious way in which wool was placed ready, in addition to the close attention paid to all other branches of the business, reflects great credit on all the officers concerned."

Messrs. Dalgety and Company Limited, in expressing their pleasure at the expeditious handling by the Railways, said, "Although a very big effort was made by motor lorries to capture the conveyancing of wool, we have to advise you that only about 350 bales were carted to our store in this manner. We wish to specially place on record the attention and courtesy received from the members of your staff at Geelong, who at all times appear to lay themselves out to do everything they possibly can to oblige us."



Series No. 4

### 200-TON STEAM HYDRAULIC PRESS

Working on Hot Tyre Cheese

Watch this space for progress in  
our Manufacture of Railway "Tyres"

**Vickers Commonwealth Steel Products**  
WARATAH Limited N.S.W.

## Agricultural Education

(Continued from page 24)

is developed, and the weaning of lads from the attractions of the city life is happily accomplished.

Self-government is encouraged by the adoption of the prefect system, while students' committees, under staff supervision, control such activities as sport in its various branches, social events, wireless, billiards, and school magazine.

By these methods there is developed good citizenship, powers of leadership, and strength of character. Sport also takes its proper place, and is fully recognised, but not allowed to interfere with the work, and as the students' time is well occupied with work and games, discipline presents few problems.

There are some who seem to think that a little education, and that almost exclusively technical and practical, is sufficient for farming purposes, and that the European peasant is the ideal. But there is the human side to agricultural education. The farmer is not only a tiller of the soil, he is a man and a voting member of our body politic, and he should therefore be an educated man as well as a skilled farmer. A generous, serviceable citizenship is of more value to the State than mere proficiency in growing wheat and raising stock.

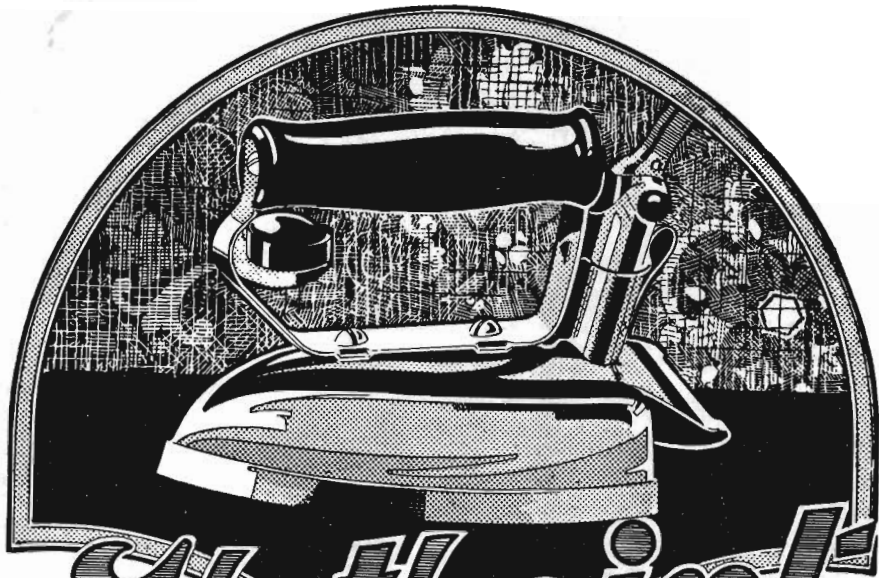
### Railways Commissioners Are Interested

The Victorian Railways Commissioners have shown their appreciation of the work done by the Agricultural Department by co-operating with that Department and instituting the Better Farming Train, which, by visiting the various centres of Victoria and providing exhibits of interest to the farmer, together with the interesting and instructive lectures, has certainly brought home more closely the fact that science as applied to the farming industry has worked wonders in increasing the yields of crops, pastures, and, incidentally, butter and other products.

The action of the Commissioners has thereby done much to break down the old-fashioned assumption of the man on the land, that the course of study at an agricultural college was some new fangled idea to increase the burden of the farmer. As a result of this practical publicity the farmer is beginning to see that money spent in educating the boy who desires to follow farming pursuits is money well spent.

The result achieved so far in Victoria gives ample proof of the value of the agricultural colleges at Dookie and Longerenong, and warrants extension.

In conclusion, I express my sincere thanks to Messrs. T. J. Purvis, secretary for the Department of Agricultural Education, and Mr. A. C. Dreverman, principal of Longerenong College, for the basis of information which I have herein outlined. I trust that the subject matter will give food for thought and assist in some way to increase the number of efficient farmers, and thereby assist the Railways by increasing production.



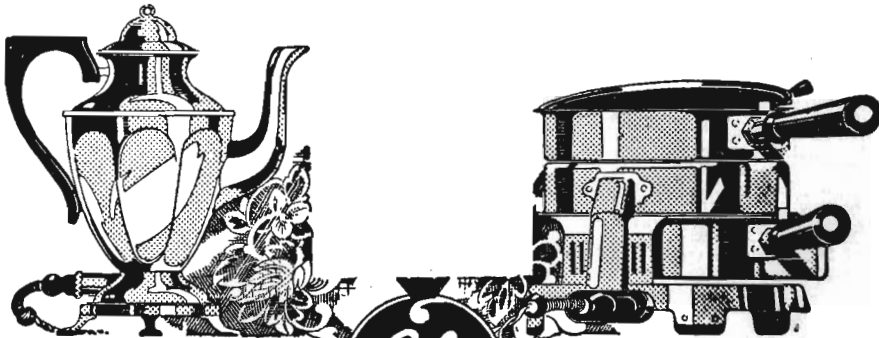
# Hotpoint

## Electric Servants

The good dependable **HOTPOINT IRON** in a new, handsome and more appropriate dress.

In this new model **HOTPOINT IRON** the cantilever strength-saving handle has

been made larger; this gives you a firmer grasp and makes it easier than ever to do the ironing without fatigue. The new method of fastening the handle also prevents it from working loose and from breaking.

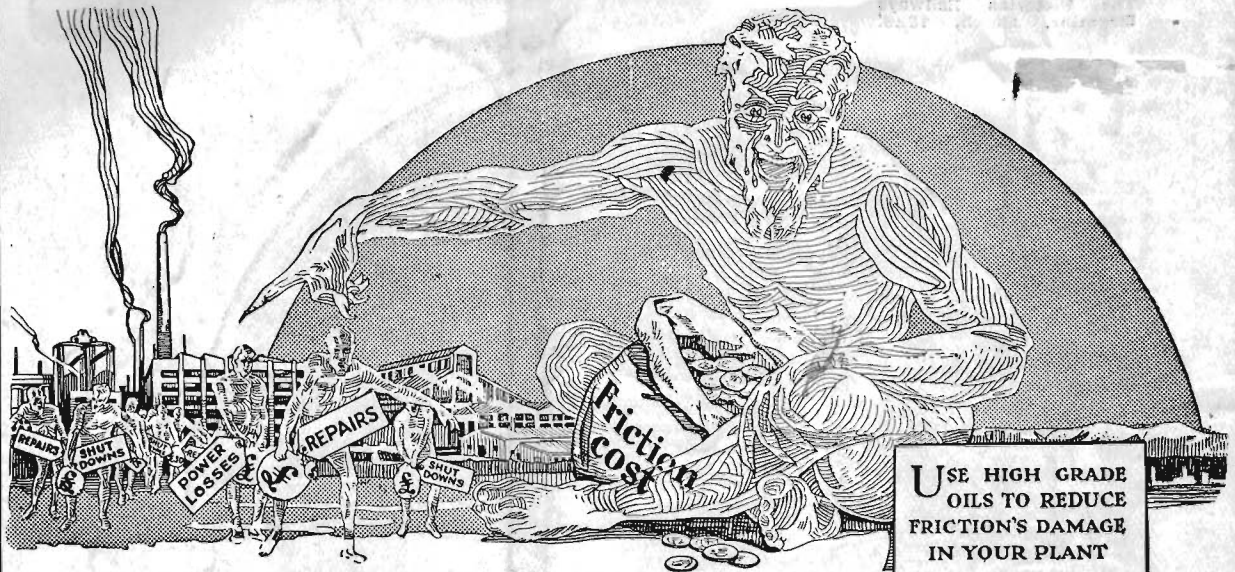


**GOOD COFFEE**—The making of good coffee is no longer a matter of skill or good luck. Modern domestic science recognises that the Hotpoint Electric Percolator is the one appliance which automatically prepares coffee of uniformly fine flavor.

**CONVENIENT COOKERY** with a Hotpoint Grill and Ovenette—a complete kitchen range in miniature. An electric cooking stove so light and compact that you can easily carry it from room to room, use it on the dining table or set it away on a shelf, and yet will cook the family meals or a single dish.

**Australian General Electric Co Ltd.**

Wentworth Avenue, Sydney. 27 Grenfell St., Adelaide. Little Collins St., Melbourne.



# Why keep *FRICTION* on the Pay-roll?

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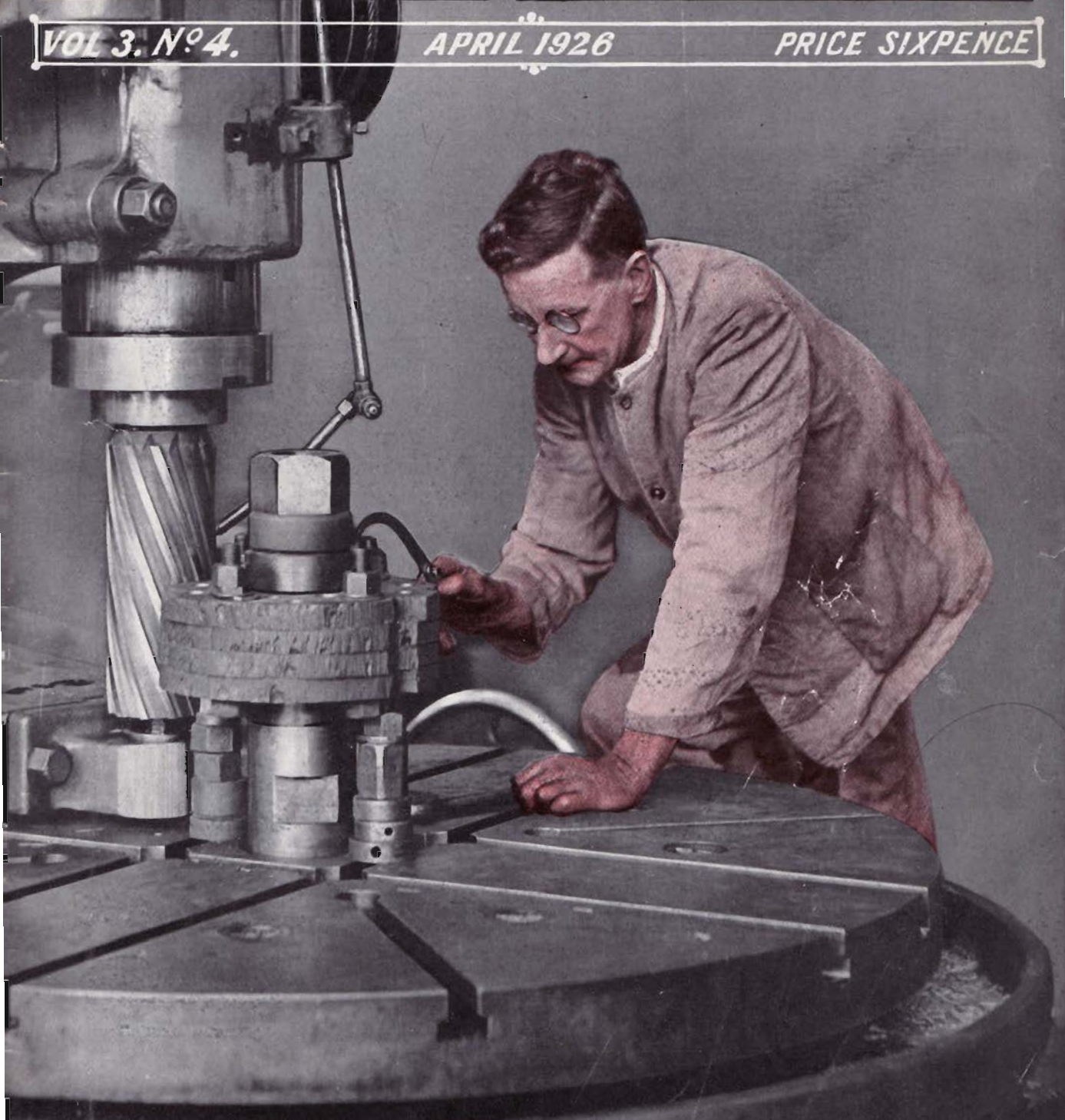
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# THE VICTORIAN RAILWAYS MAGAZINE

*VOL 3. N°4.*

*APRIL 1926*

*PRICE SIXPENCE*



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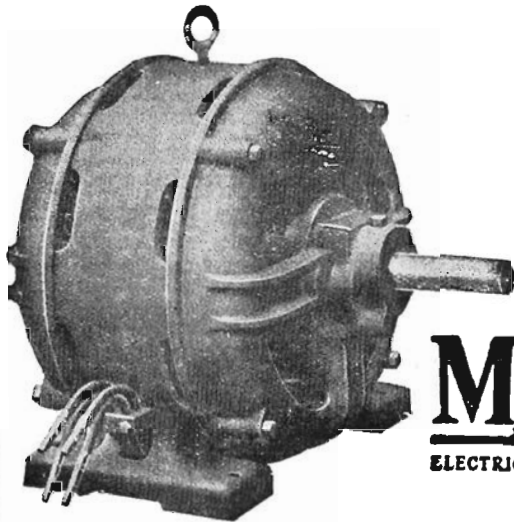
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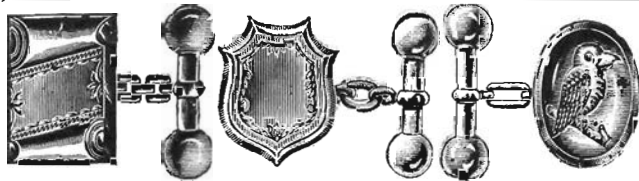


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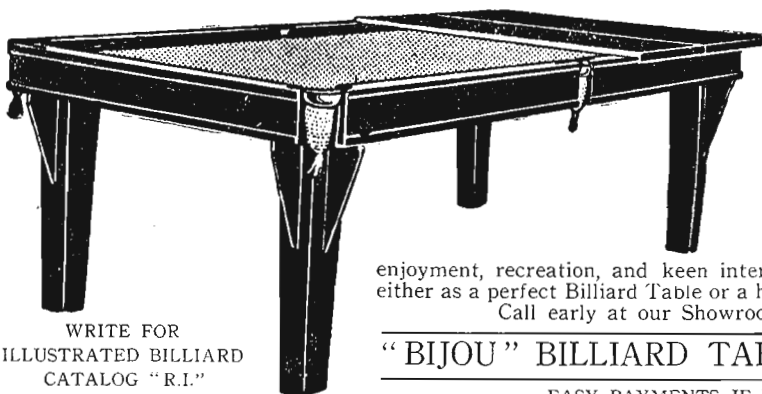
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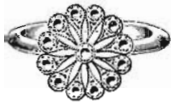
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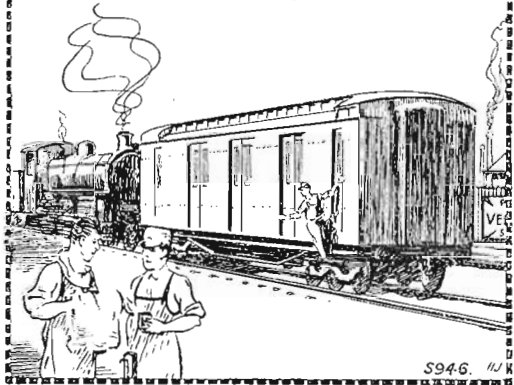
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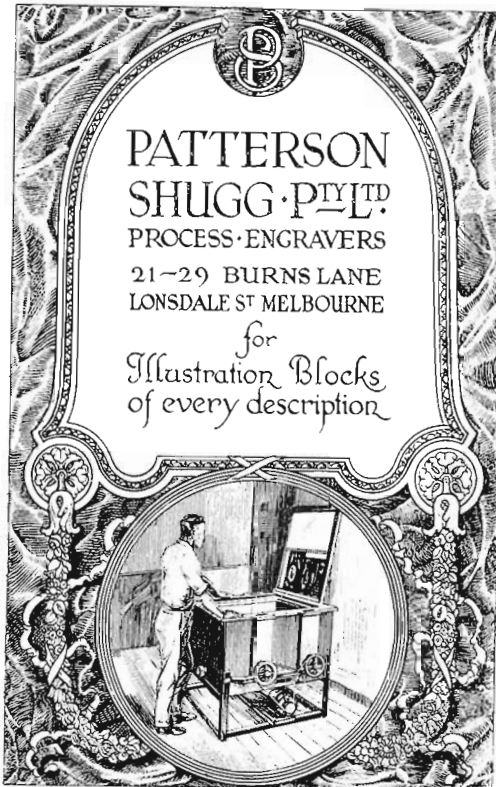
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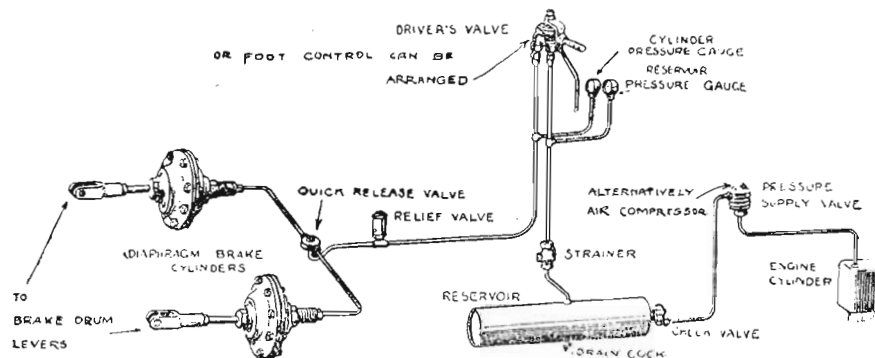


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# The Victorian Railways Magazine

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Melbourne, April, 1926

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## PRINCIPAL CONTENTS FOR APRIL

	PAGE
NEW TRAIN CONTROL SYSTEM ADOPTED IN VICTORIA      How it Operates and Where With picture of Train Control Officer at Work	9
BROADCASTING THE SOUNDS OF ELECTRIC TRAINS      Success of Novel Experiment Picture of the Demonstration Car at the Motormen's Lecture Hall	11
TRAIN LIGHTING BY ELECTRICITY      Depot described with Letterpress and Illustrations	13
THINGS WE ARE TALKING ABOUT      -      -      Railway Matters of the Moment New Garratt Locomotives—Bush Fires and Tourist Resorts	14
A RAILWAYMAN'S IMPRESSIONS ABROAD      Mr. W. Thomas Continues His Interesting Series of Articles	15
TROOP TRANSPORTATION IS A BIG RAILWAY JOB      Peace Time Military Movements	17
NEW LOCOMOTIVES FOR THE SOUTH AUSTRALIAN RAILWAYS      New Loco's Described	18
LAST YEAR WAS VICTORIA'S WORST FOR LEVEL CROSSING ACCIDENTS      -      - How the problem is dealt with in America      By Mr. S. P. Jones	19
SPLENDID WORK BY RAILWAYMEN DURING BUSH FIRE MENACE      Estimates of Damage	21
PICTURES OF RAIL MOTORS IN TASMANIA      Made in Victoria for use in Tasmania Articles on the Motors by Tasmanian School Children are on Page 67	23
VICTORIA IS A WEALTHY STATE      Summary of Statistics Concerning Last Year's Production	24
DISTINGUISHED VISITORS USE OUR SYSTEM      Gypsy Smith and Pavlova Photographed	25
REFRIGERATED TRUCKS—A SPECIAL FORM OF SERVICE      How Trucks are Iced	27
SPECIAL TRAIN CARRIES FLOUR CONSIGNMENT FROM NEW WIMMERA MILL      - Pictures of the Train and the Mill	29
NEWPORT WORKSHOP MEN HAVE REASON FOR PRIDE IN THEIR WORK      -      - Double Page Spread of Pictures at the Works on Pages 34 and 35	31
VICTORIA'S RAILWAYS HAVE AN EFFICIENT MOTOR SERVICE      Garage Described Where the White Bus and Breakdown Fleet is Housed	33
TRAIN RUNNING FROM A ROLLING STOCK POINT OF VIEW      Mr. D. McL. Stewart	41

Articles published in the Victorian Railways Magazine express the views of contributors, and are not to be accepted as coming from the Administration unless specifically stated.

FOR 7s. per annum in advance the "Magazine" will be forwarded to any address.

It is delivered free to all members of the Victorian Railways Institute.

Articles and reports on matters of interest to employes, short stories and verse, photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor, "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

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FLINDERS STREET STATION MELBOURNE.



## TOPICS OF THE MONTH



## Are We Interested?

**I**T will, we think, be generally conceded, that at no time in the history of railways has it been more necessary for every railwayman to do his best, bearing in mind the world-wide depression in trade and the paramount importance to everybody of making every exertion to stimulate business.

\* \* \*

“Doing our best” not only inspires the one who is doing it, but also produces a wholesome effect upon others. Everyone knows that in all branches of the Service, where such a spirit prevails, the best results are accomplished. It spreads just like the proverbial smile.

\* \* \*

A well-founded sense of pride in our industry should be the mainspring in promoting interest in what we are trying to do.

There is nothing more necessary to the welfare of the nation than efficient transportation, and every member of our Service is an important cog in the machine.

Then, why not keep the cogs clean and in good working order at all times?

## A Gift of Gain

**E**LSEWHERE in this issue will be found the names of the students who passed the examination tests, gaining the prizes awarded in connection with the Educational Classes of the Victorian Railways Institute.

\* \* \*

The diligence which brought them success is commended as an example of perseverance which others would do well to follow, because the facilities for educational advancement afforded by the Institute are not used to the extent they should.

The first thing to be done in conducting the mind is precisely the same as in conducting the body—to give it regular and sufficient supplies of food, to prevent that atrophy which comes from giving it no new ideas.

\* \* \*

It is a mistake, equally fatal to the memory, the imagination, the powers of reasoning, and to every faculty of the mind, to think too early that we can live upon our stock of understanding—that it is time to leave off business and make use of the acquisitions we have already made, without troubling ourselves any further to add to them.

# Train Control System Adopted in Victoria

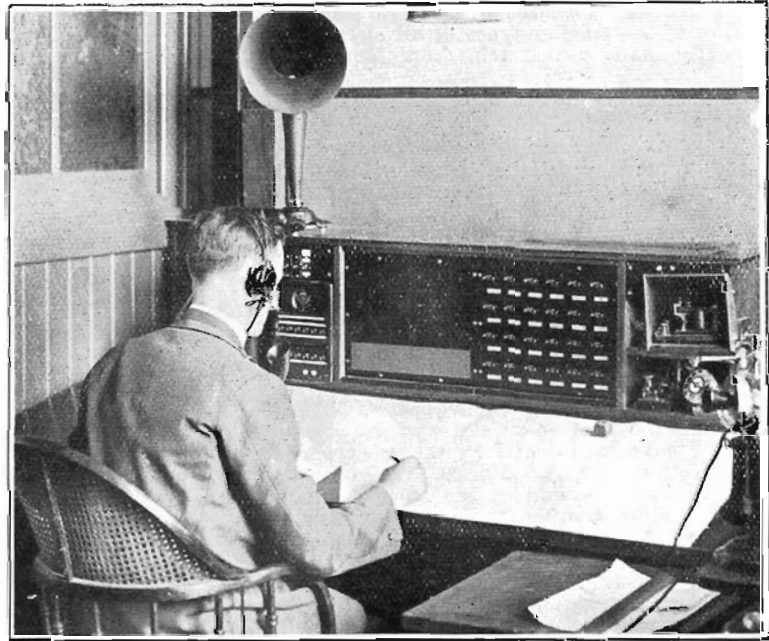
A system of train control has been introduced on the Melbourne-Geelong, Woodend and Seymour sections of the Victorian Railways. The movement of all steam trains and light engines operating on these sections is directed by control officers located in the train running room, Spencer-street, Melbourne.

---

❧

Here is Train Control Officer C. J. Parkhill, supervising train running on the Geelong line while seated comfortably in the head office, Spencer-street. In front of him lies the big graph sheet on which he records the movement of all trains in his district.

---



THE telephone equipment of the train control system comprises:—

- (i.) A metallic circuit telephone line.
- (ii.) At the control office the control officer has a keyboard on which is fitted a specially timed key for each station or signal box.
- (iii.) Each station or signal box in the control territory is connected to the telephone circuit by a special receiving telephone known as the "Selector" telephone.

To get into communication with any station on the line, say, for example, Sunbury, the control officer at the central control turns the key designated Sunbury; this key being timed to operate the Selector telephone bell at Sunbury, that station receives a ring.

If, however, Sunbury wishes to speak to the control officer, he does not have to ring, but simply lifts his receiver, listens, and if the line is not engaged, calls, "Sunbury speaking." The control officer being always in attendance, replies, "Speak Sunbury." To facilitate his working, the control officer has the choice of both the ordinary head set telephone receiver or an up-to-date loud speaking apparatus.

Although the control system gives the controller full control of the direction of the movements of the trains through the controlled territory, that officer does not in any way manipulate the working of the signals.

The central control is responsible for:—

- (i.) Movement of all regular trains through control territory.
- (ii.) Movement of such extra trains as may be required to lift the traffic offering.
- (iii.) Arrangements for the relief of engines and train crews as may be required.

The engines and crews of trains, once they have left their depot, are under the orders of the control officer. With a view to increasing the efficiency of the service, he may modify the original schedule or transfer engines from one train to another.

In the case of breakdowns, derailments or other failures, the request for assistance goes direct to the control officer, and it is his duty to take the necessary steps to provide the relief engine and crews, either by ordering another engine from the depot or by the use of an engine off another train already on the line.

The actual working of the trains is recorded by the control officer on a train-working diagram. This diagram enables the control officer to know at any minute during the day the exact position of all trains on the line. When the graph is completed a permanent and easily available record of all train running in the supervised section has been secured; prior to the introduction of this

## Oil-Electric Car Engine Runs 2937 Miles Without Stopping

HIGH fuel costs and road competition are two of the most serious problems railways are facing at present. The engineers of the Canadian National Railways seem to be now well on their way towards successfully competing with these opposing difficulties with their recently invented oil electric cars.

One of the smaller types of oil electric cars recently made a test trip from Montreal to

Vancouver in 72 hours. Deducting all stops and delays, the actual time occupied in covering the journey of 2937 miles was 67 hours—as far as is known, the fastest overland journey for such a distance ever made. As the engine did not stop running from the time the car left Montreal until it arrived at Vancouver, it is unquestionably the longest non-stop overland trip in history.

system, to obtain this record the wearisome task of perusing guards' running statements was necessary.

By the control system, tedious delays waiting at stations to cross other trains is largely eliminated, as the control officer, knowing the exact position of his trains (as indicated by the graph diagram), is thus in a position to advance a train to the next station to make the crossing, instead of waiting, as under the old system.

The control officer follows the trains through the whole of their journey in order to make the best possible use of the capacity of the engines, as well as the most efficient preparation for the loading and unloading operations to be carried out at each station. Each station notifies the control officer the tonnage attached and detached by each train. The control officer can then ensure that the stations ahead make the fullest possible use of the capacity of the trains throughout their whole journey. By being advised prior to the arrival of trains of what work has to be done at the station, everything can be in readiness for the prompt handling of the train immediately on arrival.

### Advantages of System

Some of the advantages of the control system are:—

- (i.) Improved running of passenger trains because of the rapidity with which the control officer is able to modify crossing points in the case of passenger trains running late of schedule.
- (ii.) Improvement of the running of goods trains by the reduction of time lost at stations, either in shunting, crossing or overtaking other trains.
- (iii.) The running of all trains being under the supervision of the control officer, he is thus able to arrange for relief crews, avoiding the necessity for train crews working excessive hours.

The improvement of the goods train running increases their commercial utility, and enables additional trains to be placed on the line, which fact reduces the necessity for "double tracking" of single lines.

Under the old system of working, so soon as a train was ready to commence its journey the officer in charge of the station or depot despatched the train. On arrival at the next

station the station staff, having little knowledge of the movements of the other trains throughout the section of the line, despatched this train so soon as he could obtain "line clear," which action in itself might result in delays to every other train then working on the section.

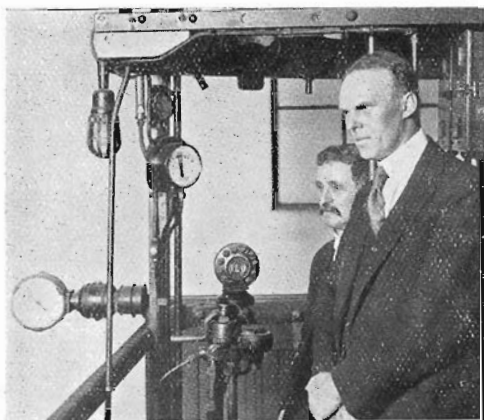
The new control system, whereby the control officer knows the exact position of every train, does not advance trains, as under the old working; instead, all opposing train movements are made, having due regard to the effect of such moves on all other trains on the track. Inferior class trains are held to make way for superior class trains. In the case of opposing trains of the same class, a train is not advanced a section if the control graph indicates that there will be a delay further on the journey; instead, the train which, under the old system, would have been held is advanced.

### More Efficient Service

The control system will give a more efficient train service, largely because the control officer is in a position to take advantage of any blanks shown on his diagram of train movement, which blanks are immediately visible to him, but, as a general rule, individual stations cannot be aware of them.

Comparing the old with the new system, it may be said that, whereas the old system placed the movement of trains in the hands of officials who were largely in the dark as regards the general situation of the whole section, or of a series of officials without unity of command, since each of them could operate in his own zone independently of the next station, the new system places the direction of movement of all trains in the hands of one officer, who has before him a picture of the exact position of every train, and is thereby enabled to advance or hold a train so as to make the best possible crossing point or points with the opposing trains on the section under control.

Departmental officers are gratified at the efficient and prompt way in which the station and signalling staffs and train crews have adapted themselves to the new conditions, and have co-operated to ensure the success of the new system. They realise that the advantages of the control system are not confined merely to improved train working, but that the innovation is calculated to help the station staff and train crews as much as the Train Running Office.



## Broadcasting the Sounds of Electric Trains

*Mr. R. Balmer, Assistant Electric Running Inspector (left), and Mr. G. Rogers, Train Running Officer for the Metropolitan District (right) in the driver's cabin of the demonstration train in the Motormen's Lecture Hall of the Flinders-street Railway Yards.*

Something new in the way of broadcasting was attempted on Thursday, March 11, when officers of the Victorian Railways Department, in co-operation with the broadcasting station, 3LO, filled in an interesting half-hour for listeners-in by broadcasting a series of short lecturettes on the work of the Melbourne electrified train system. The lecturettes were illustrated by sounds connected with electric train running. The demonstrations took place in the Motormen's Lecture Hall, in the Flinders-street Railway Yard, the programme being transmitted from the electric demonstration car used for the instruction of electric motormen.

**J**UDGING by the reports received from different part of Victoria and also from Tasmania, New Zealand and other States, the experiment of broadcasting sounds connected with the running of an electric train was successful and was appreciated by listeners-in. The programme was arranged and co-ordinated by the Assistant Publicity Officer (Mr. H. R. Gollan), and the following officers took part:—Mr. W. Robert, member Betterment Board (who conceived the idea); Mr. G. Rogers, Train Running Officer for the Metropolitan Area; Mr. R. Balmer, Assistant Electric Running Inspector, and Motorman Hickey.

A unique feature of the half-hour programme was to take listeners-in for an imaginary trip in an electric train driver's cabin. This was accompanied by a detailed description of the raising of the pantograph, setting of the motors in motion, transmission of the sounds connected with the blowing of the guard's and train's whistles, and the starting of the train.

Mr. Balmer had charge of the controls for this trip and explained en route the duties of a motor driver, laying emphasis on the need for care throughout the whole journey and the constant watching for signals.

Many listeners-in have since declared they had no idea an electric train driver has so much responsibility, nor had they any appreciation of the trouble to which the Department goes to ensure the safety of the travelling public.

Mr. G. Rogers gave some interesting facts and figures concerning the Melbourne electrified system. He told listeners-in of the constant striving for punctuality, and illustrated it by stating that the average of late trains

every day is less than one per cent., whereas on some days it is as low as one-twentieth of one per cent.

The total mileage travelled daily by all passengers in the metropolitan suburban area was two and a quarter million miles. This was equivalent to almost 100 times round the world, or taking a passenger round the world once in every 15 minutes.

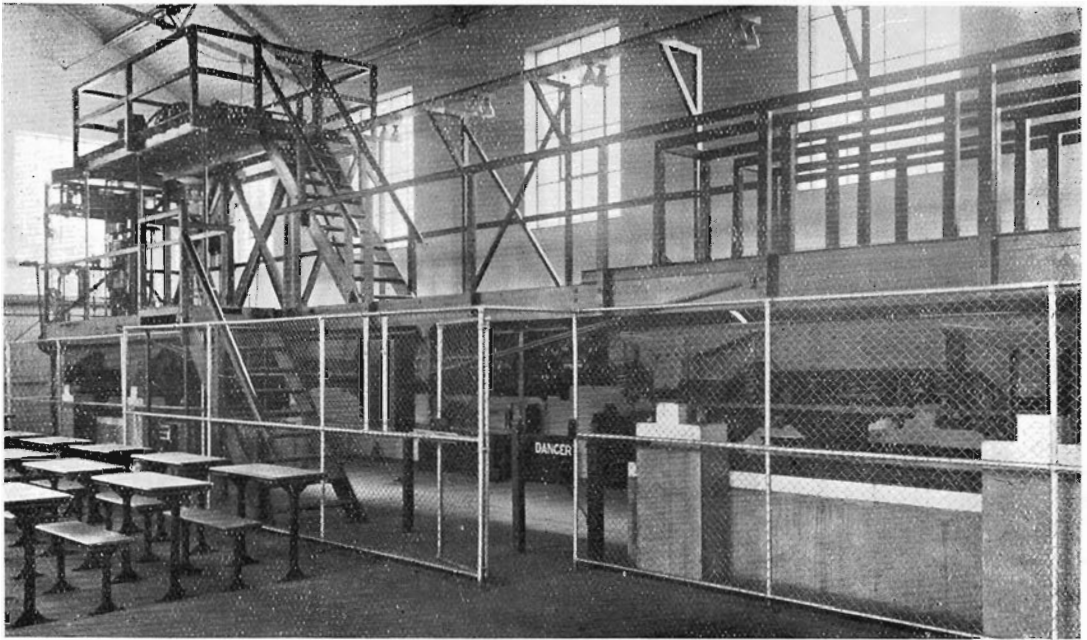
Mr. Robert told of the extreme care exercised in the selection of men for the duties of motormen. Few people knew, until he told them, that there were 300 motormen employed on the Melbourne suburban system. These motormen go to school for a fortnight before being allowed on the tracks for their preliminary test for a further week. The fourth week is spent in actual running under the supervision of a selected motorman.

But this is not the end of the motorman's training. Every month he comes up for two hours' instruction on defects and how to remedy them. Any faults which may have been developed in trains in recent weeks are described and the best means of remedying them are explained. The men are also required to come up for examination every two years.

Mr. Robert declared that the thorough training which the Victorian electric motormen are given is one of the most important factors contributing to the general high level of safety and efficient and economical handling of trains which has been reached in Victoria. Melbourne's 300 motormen ran nearly 17,000 train trips a week, he said.

The following are a few of the letters which





*A view of the demonstration electric railway car in the Motormen's Lecture Hall in the Flinders street railway yard, from where the broadcasting was done on March 11.*

were received by the Department following on the demonstration:—

Mr. A. E. Wyatt, of Launceston, wrote:—"I just want to say how much I appreciated the descriptive lecture from Jolimont last night. My boy has a 1-valve set with six crystals, and on this we were able to hear the lecture and various mechanical sounds perfectly."

Stanley H. Milligan, of Hall-street, Eaglehawk, said:—"That last half hour went all too fast, and I can hardly believe that it took 30 minutes to tell us in that interesting and extremely practical way something of our electric trains. Although we were about 90 miles from Melbourne, the various sounds came through extremely well. I hope that we will have more of these talks that show us so plainly what goes on behind the scenes."

Mr. Alex. Wylie, of 16 Sydenham-street, Moonee Ponds, said:—"That half hour's demonstration was most interesting and instructive. Could I suggest that you give another lecture regarding the mechanical part of an electric train, starting and stopping motors, details of the Westinghouse brake, etc. I am sure you will have a very interested listener in myself. Thanking you in anticipation of further lectures."

"It was with great pleasure that I listened to your most interesting description of your electric trains from the Flinders-street Yards, which was broadcast from 3LO. I am a clerk employed in the Divisional Offices of the Peterborough Division of the S.A. Railways, hence my interest on any subject dealing with railway routine.

"Some four years ago I took my first visit to your busy city, and was longing to have a ride in your fast electric trains, but was really not "game," as they went (or seemed to go) too fast. Nevertheless, we contented ourselves with watching the incoming and outgoing trains from that veritable wonderland—Flinders-street Station.

"Then when I heard on the wireless to-night of the immense number of electric trains and the miles they run, and the passengers they carry daily, one began to 'scratch his head,' so to speak, and wonder that you are able to run the service so efficiently.

"Peterborough is situated 154 miles from Adelaide, and I heard your demonstration at good

strength and clearly on three valves. One almost felt that he was taking his initial trip on one of your electric trains.

"I must thank you for your most instructive talk, via radio, of your Victorian Suburban Electric Trains, and you may rest assured that I, for one, in South Australia, enjoyed it immensely."  
—H. Gitcham, Peterborough, S.A.

"I was very pleased to hear the demonstration on the Electrification of the Suburban Railways from the Flinders-street Yard last night, which was interesting, and very distinct. I must also congratulate my old comrade, Mr. R. Balmer, on his description of his run to Richmond and South Yarra. It brought pleasant recollections of the past to me, and I am sure was very instructive to all listeners in. Hoping to hear another talk in the near future."  
—T. Heffernan, Carrum.

"I greatly appreciated listening to the demonstration on Thursday evening on Melbourne's electric railways. It was impossible for me to write down the figures quoted, and I should be pleased if you would let me have a copy of the statistics given by the various speakers."  
—S. E. Tyler, 109 Phillip Street, Sydney.

"Klaora," Chester Street, Highgate Hill, South Brisbane.—"Am just writing these few lines to let you know that we were listening to 3LO, Melbourne, on Thursday night, when you were transmitting an imaginary trip in an electric train. I must say that it was very interesting, and what made it all the more interesting to me was that I am a native of South Yarra, and have not been back for nearly 14 years. We heard it very clearly, and with good volume on our 3-valve set with large loud-speaker. I would be glad if you could arrange a similar transmission. To tell you the truth, I thought I was actually sitting in the train, especially when it pulled up at South Yarra."  
C. K. Mossop.

3LO studio manager received telephone messages from towns in the north of New South Wales, stating that the demonstration was heard perfectly in those distant parts.

# Train Lighting by Electricity

A penny-ha'penny candle held up to the sun is an apt comparison to the difference between the old kerosene lamps in railway carriages and the present bright electric light which is such a feature of Victorian rolling stock. The extension of electric lighting in country carriages is steadily proceeding, and up to date 300 carriages have been dealt with.

**T**O keep pace with modern railway practice and to meet the continuous demand for increased comfort in travelling, the Victorian Railway Commissioners four years ago adopted a scheme for substituting electric light in place of Pintsch gas in all country line cars.

The axle-generator system has been installed, i.e., a dynamo and set of accumulators are attached to each car. All vehicles are self-contained, and when detached at wayside stations the supply of lighting is always available.

The first cars equipped on the Victorian Railways were the State cars. These cars are also heated by means of electric radiators, which require separate equipment to the lighting equipment.

After the installation of the State cars in 1912 and 1913, the new type of sleeping car—Pekina, Baderloo, Dargo, Tambo—was dealt with, and then the ubiquitous electric globes

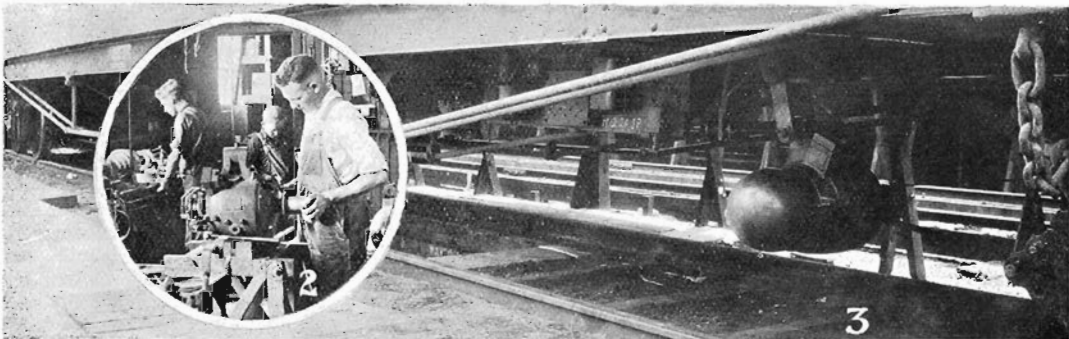
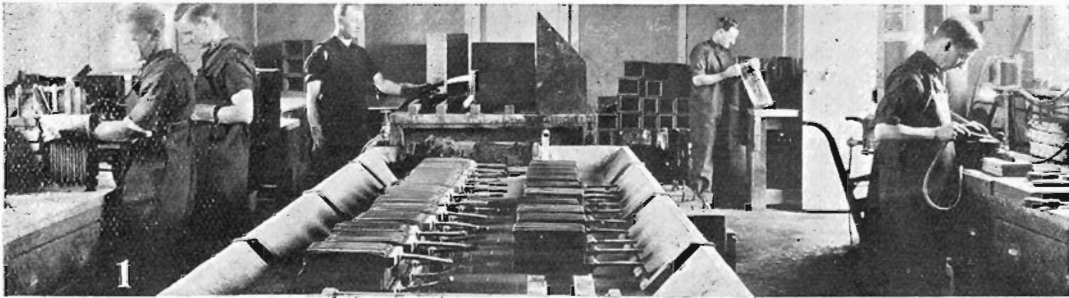
made their appearance in the "AB" trailer cars on the Hurstbridge line (which then connected with the suburban service at Heidelberg), and the "ABL" car on the Lancefield line.

In October, 1922, a programme for the conversion of some 750 cars from gas to electric lighting was begun, and in November the first electrically lighted "AE" and "BE" cars were run on the 5 p.m. Sydney express.

Good progress has been maintained since then, and up to date 300 cars have been dealt with.

The system installed is called the Stone system, each car having a dynamo and two sets of batteries for regulating and charging purposes, which are operated when the lights are turned on or off at the main switch.

There are 24 accumulators in each equipment, as well as a dynamo, and these are periodically examined (Continued on page 68)



(1) The battery room, showing batteries being washed out and repaired. (2) A glimpse of the fitting shop. (3) The dynamo and operating gear, which provides the electric light for country rolling stock. (4) The depot's administrative staff, Messrs. T. Mathieson (Jnr. Clerk), H. Tether (Leadinghand Gas Fitter), W. A. Chipper (Train Lighting Inspector), and L. H. Ellingsen (Leadinghand Electrical Fitter).

# Things We Are Talking About

Bush Fires Affect Tourist Traffic—New Garratt Locomotives—Water Shortage in the North.

## Another Railwayman for Overseas

THE latest railwayman to pack his trunk for overseas is Mr. H. N. May, manager of the Jolimont Workshops, where all the electric trains operating in the Melbourne suburban electric system are overhauled and examined from time to time.

While abroad Mr. May will make enquiries into various matters on behalf of the Victorian Railways Department, notably the Diesel electric motor car, the Diesel electric locomotive, the operation and maintenance of multiple unit cars, the operation and maintenance of electric locomotives and electric pneumatic brake equipment.

Quite a small army of Victorian railwaymen have now studied railway operation abroad, and the knowledge they have acquired will be a wonderful addition to the efficiency strength of the Department.

## Water Shortage

OWING to the shortage of water in some of the northern areas of this State, water trains are being run. A train of 17 trucks, containing 34,000 gallons of water, leaves Ouyen daily to serve the districts of Torritta and Walpeup. Twenty trucks is the daily load from Bendigo to Korong Vale for use in the Department's locomotives.

A train also carries supplies from Bendigo to Inglewood and other stations in the northern country, and from Yarrowonga to Tungamah and Telford.

## Fires Affect Tourist Traffic

REPORTS of bush fires in the hill country have seriously affected tourist traffic in recent months. To investigate first-hand and to see what damage has been done to tourist resorts, the Government Tourist Officer (Mr. Boyce) made a personal inspection of the Dandenong Ranges. He reports that, considering the large tract of mountain scenery in that region, very little damage was done to the points of interest.

Reports from other centres also indicate that the damage was not as bad as the public was led to believe. Damage in the agricultural areas and in the timber districts was bad enough, but railwaymen should take the opportunity to reassure intending tourists that most of the tourist resorts have not been seriously affected by the fire.

Guest houses have been depleted of guests by the reports of fires, and this has had its effect on railway travel. Railwaymen should advise intending tourists that before they cancel bookings they should obtain the latest information from the Tourist Bureau.

## Railway Fruit Stalls are Popular

SO popular have the metropolitan railway fruit stalls become that consideration is being given the question of installing a large stall on the main concourse at Spencer Street, similar to the one inside the barrier at Flinders Street. Extensions to the big Flinders Street stall are also contemplated.

The public now realise that fruit and drinks on railway stalls are always of the best quality, and available at reasonable prices. The handy and convenient situation of the stalls is a further attraction.

Consequently, the business transacted at these stalls is increasing rapidly, great crowds congregating there at busy periods.

There is a capable staff of 11 at the Flinders Street stall, but it is becoming more and more difficult to deal expeditiously with the innumerable orders. During February this year the turnover for fruit drinks alone was exactly double that for the same month last year.

## New Garratt Locomotives

THE Chief Mechanical Engineer, Mr. A. E. Smith, has been advised by Messrs. Beyer, Peacock & Co. that the first Garratt locomotive for use on the narrow gauge lines in Victoria was steamed on February 19. At the time of writing the firm expected to ship both the locomotives in two or three weeks. This being so, the locomotives are expected to arrive in Victoria some time this month. One will be used on the Colac to Crowes line and the other on the Walhalla line. Operating costs will be considerably reduced by the use of these locomotives, details of which were given in a recent issue of the "Magazine."

## An Interesting Train Journey

ONE of the most interesting trips which can be taken on the Victorian railways is the 60 miles run between Bairnsdale and Orbost on the double-headed rail motor No. 53.

Motorman H. M. Phelps and S. Christmas are the men in charge. They have interesting experiences at times. Recently Motorman Phelps ran down an emu in the dusk, while keeping pace with kangaroos who spring up beside the track is a common occurrence.

The motor train has proved a great convenience to travellers, the journey between Bairnsdale and Orbost being reduced by nearly two hours. The interest of the journey is increased by the splendid country passed through, stops at timber camps en route forming pleasant interludes. Rail motor No. 53 covers 2900 miles a month.

# A Railwayman's Impressions Abroad

The Assistant-General Superintendent of Transportation (Mr. W. Thomas) here continues the article which he contributed to our March issue following on his recent visit to America. This month's article is full of interesting information, especially for railwaymen.

IT was only the other day that the hundredth anniversary of the steam railroad was celebrated, and yet, although American civilisation was then so young in comparison with the Old World, its people were quick to see the advantage of railroads and to commence building them. Sometimes they were built in advance of settlement and industrial development, at other times settlement and industry grew so fast that the railways were unequal to the calls made upon them.

To-day, in the United States, there are 250,000 miles of railroad; in Canada, about 40,000. In Australia, which in area is slightly larger than the States, there are 25,000 miles. In the States, however, there is a population of nearly one hundred and fifteen millions. In Australia there are six millions.

## Population Affects the Railways

In America the factor of population largely governs the railway situation. It requires an immense transportation service to feed such a multitude, let alone the movement of the products of industry.

We may think, when we see the number of freight trains on the move on the Victorian railways system, that a large quantity of material is being carried. So there is. In the year ended June, 1924, for example, there were carried on the Victorian Railways over 8,000,000 tons of goods and live stock. One railroad system in the States, whose headquarters are in California, carried in the same period 35,000,000 tons—more than the total tonnage that was carried on all the railroads in Australia.

This railroad carried in stone, sand, gravel and lumber more than the total tonnage that was carried on the Victorian lines. Even 35,000,000 tons, large as it seems, is small when compared with the tonnage carried on larger systems in more congested territories.

## 215,000,000 Tons of Freight

In the period mentioned (12 months) the Pennsylvania Railroad carried two hundred and fifteen million tons. A good idea of the disparity in traffic density may be obtained when it is remembered that the U.S. Railroads own nearly 3,000,000 freight cars, with an average capacity of about 40 tons, whilst on the Victorian Railways there are rather more than 20,000 with an average capacity of about 14 tons—only a little more than one-third of the tonnage capacity of an American car.

Traffic moves east and west, north and south across the American continent in huge train loads. With the diversity of climate which exists, fruit and vegetables move according to season from one part of the States to the other. Out of the Imperial Valley, a small

irrigated district in the southern part of California, during a short season of six weeks, 13,000 freight car loads of cantaloupes moved—principally east. Cantaloupes, as you know, somewhat resemble rock melons, and in America they are a very popular part of the breakfast course, as, indeed, they are at other meals. Just prior to the cantaloupe movement 9000 car loads of lettuce were despatched. Large quantities of tomatoes, asparagus and other small vegetables are regularly sent out of the same area.

Last season California produced nearly 2,000,000 tons of grapes, the bulk of which went by rail to Eastern States, taking from 12 to 14 days on the journey.

Frequently the engine of a freight train hauls a load of 5000 or 6000 tons. A train may be made up of 100 freight cars; a car is about 42 feet long, so that such trains are well up to a mile in length. Imagine freight trains so long that they reached more than half-way from Flinders Street station to Richmond!

The average freight train load in America is 1700 tons; in Victoria it is less than 400, but in making a comparison of these figures what was said in regard to population and other conditions should be borne in mind.

## Long Trains—An Impressive Sight

To a railwayman it is an impressive sight to see such long trains travelling, as many of them do where grade conditions are favorable, at a speed of from 30 to 40 miles per hour.

All rolling stock is equipped with the air brake, and all vehicles—passenger and goods—are fitted with the automatic coupler.

Passenger traffic is adequately catered for. In cold weather cars are steam heated, and meals are served on long-distance trains. On some of them there is a small hairdressing saloon, a valet and ladies' maid are in attendance, and generally such trains are almost the last word in luxurious travel.

Trains start from many points on continental journeys daily. A train, known as the "Sunset Limited," leaves San Francisco for New Orleans (a distance of 2479 miles) at 6.15 p.m. Departing on Monday, a passenger would arrive at New Orleans at 7.35 a.m. Thursday. Colored porters and waiters who run on trains between these points make only two trips a month each way. Sleeping cars are of the open Pullman coach style, and for day travel the American public has become accustomed to a long open car of the non-compartment type. Apart from the super-services I have mentioned, our own country passenger and interstate trains compare very favorably with the American trains, and in some respects are more suitable to climatic and other conditions.

As in other countries, the American rail-

THIS MONTH'S COVER DESIGN.

*Our front cover design this month depicts a familiar scene at the Newport Workshops.*

*Iron Machinist E. Mann is seen at the huge Kendall and Gent's milling machine, which now performs a great deal of the milling work at the workshops turning out large quantities of side rods and connecting rods.*

*The machine has only been installed for about nine months, but has more than justified its existence even in that short period. It performs three times as much work as was possible under former conditions.*

roads have lost much passenger and freight traffic through automobile competition. Motor cars are cheaper than in Australia—petrol is only half the price, highways are good, and all the factors for successful competition are present. Nevertheless, a person who desires to establish a road motor service paralleling an existing service, railroad or otherwise, must first obtain permission from some regulative body and comply with other conditions which evens up things and puts the competition on a more equal basis. There is an automobile for every 6.3 of the population. In California there is a car to every four persons.

Many railroads, to retain their traffic, have gone on to the highways with automobiles of their own, and more are following suit.

Generally it is thought that the railroads in America are not subject to any outside authority, or at any rate to only a small extent. This is not the case. Gradually over a period of about 40 years a system of regulation has been developed until now, beyond the operating and development of the property, not a great deal in the way of initiative is left to individual companies.

#### American Railways Never So Prosperous

The Transportation Act of 1920 gave the Interstate Commerce Commission power to determine the fair capital value of the railroads, to say what shall be deemed to be a reasonable return upon that fair capital value, to say also what rates in general must be charged and paid to yield a reasonable return upon the fair capital value, and to say how the burden of these rates should be distributed so as to give shippers the least cause to complain. In the words of a recent writer, the railroads cannot extend their tracks, build a station, borrow money, shunt a car round to the door of a customer or write figures in their own books without the consent of the Interstate Commerce Commission.

Still the railways were never so prosperous. Since 1887, when the original Interstate Commerce Commission Act was passed, the investment in railroad property has trebled, and since the 1920 Act was passed, in one period of two years (1923-1924) capital expenditure amounted to four hundred million pounds.

At one time immigrants poured into the States at the rate of nearly 2,000,000 a year, and this flood of foreigners, principally working class people, furnished the necessary labor for all of the lower grade work. Now the number of immigrants has been cut down to

175,000 per year, and these must all be of the best physically, mentally and morally, and largely because of this America has become the country of mechanical devices, not only in workshop and factory, but also in office and field. To properly appreciate this it should be remembered that in 1920 the railroads produced two-thirds more transportation than in 1910 with 73,000 fewer laborers.

The work done by the railroads indicates the state of industry. From week to week in the industrial columns of American papers one sees reference to the number of freight cars loaded, and when any previous record is exceeded the fact is given special prominence. Similarly, the money spent or to be spent in new rolling stock and other capital equipment is quoted as showing the state of industry. So large is the amount expended annually in this way that its effect is in the direction of stabilising industry and ensuring regularity of output for both private and railroad purposes.

The railroads are quick to take advantage of new ideas. There is no difficulty in getting anything new, that gives promise, tried out.

The prosperity of the railroads reflects the prosperity of the country. 1925 was a record year, and it is confidently anticipated that 1926 will be better. Wages were never so high and the cost of living has not advanced in proportion. Never, so it is said, in the life of the human race had any people so much material wellbeing, such power of artificial abundance. Never were the things of use and desire so cheap.

#### Conditions Similar to Those in Australia

When in America I read that the wealth and convenience of its transportation facilities had been more largely responsible for the growth and development of the continent than had been the genius of the American people. Whether this is so or not, I cannot say. Those to whom I put the question hesitated before replying "it might be so or it might not; perhaps it was."

Anyway, one cannot but recognise that the railroads have played a most important part, and seeing that we are in a country of more than equal area and where the problems which now, and will, confront us in the future will be in many respects similar to those which confronted the American people, a study of their railway history down to the present day is both interesting and profitable.



*Young Signalling Trainees of the 3rd Division entraining at Spencer-street Station, Melbourne, for their annual encampment at Seymour.*

It is not only in actual warfare that military officers look to the railways for assistance. Every year in Victoria thousands of trainees are carried to and from the training camps at Seymour and Broadmeadows, special trains being run from all parts of the State to carry the troops, baggage, guns, limbers and wagons, stores and general equipment.

**L**ONG official letters on paper bearing the awe-inspiring title "Australian Military Forces" begin to arrive in the Time Tables Office at Spencer Street in February of every year and continue to drift in at regular intervals until April.

They are the preliminary reports of the contemplated movements of troops to the compulsory military training camps at Seymour and Broadmeadows, and on receipt of these advices the railway officials commence drafting schedules for special trains or arranging extra accommodation on ordinary trains.

Under the Defence Act trainees are compelled to attend an eight days' camp of continuous training each year for three years. At these camps they are taught the rudiments of modern warfare, so that if ever they are called upon to defend Australia they will have a rough idea which end of the rifle to point at the enemy.

The arrangements made by the Department for the transport of these soldiers in the making are always carefully planned with a view to giving the best possible service for the military authorities without affecting the ordinary traffic in any way.

Wherever required, the railways run specials from suburban stations to Seymour, conveying the troops back again to their home stations on the return journey. Thus, specials

were run from and to Bell, Fairfield Park, Coburg, Windsor, North Brighton, North Carlton, Box Hill, Hawthorn, Oakleigh and Yarraville this year without any delay at all to the ordinary electric service.

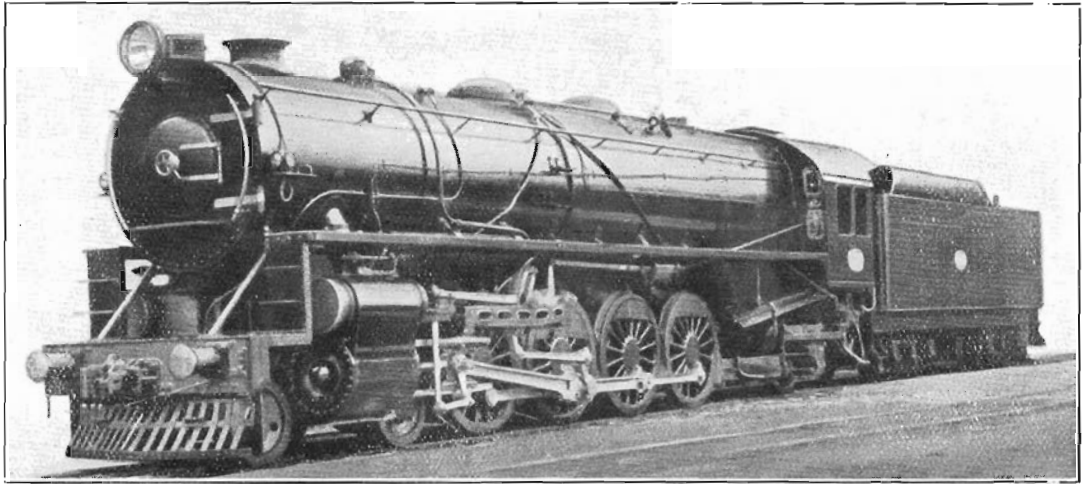
Troops and horses were not the Department's only concern, either. Howitzers, 18-pounders, cable and gun wagons, limbers, tool carts and other army equipment had to be accommodated, and the whole lot was loaded, transported and unloaded without the slightest hitch.

A fast non-stop schedule is arranged, the distance between Melbourne and Seymour being covered in a little more than two hours. Excursion type of carriages, with lavatory accommodation, are provided. Detraining takes place at the Mobilisation Siding, about a mile outside Seymour station, where a railway staff is placed on duty with a Block and Signal inspector supervising arrangements.

The rolling stock is inspected by a railwayman and a representative of the Defence Department before the troops enter the carriages and after they detrain, and any damage to the fittings is debited against the military authorities, who in turn levy the amount from the trainees who occupied that particular carriage.

This year the Department arranged no less than 73 special trains (including 12 branch-line specials) to meet *(Continued on page 68)*

# New Locomotives for South Australia



*New 4-8-2 Locomotive for heavy passenger and goods traffic on the South Australian Railways.*

THE first consignment, consisting of 14 of the 30 new locomotives ordered by the South Australian Railways, arrived on the motor ship "Belvis" at Port Adelaide last month. The remainder of the consignment is expected on the "Belnoir" during April.

The shipment which arrived last month comprised nine Pacifics (express type), four "Mountain" type and one Mikado (freight engine for light trains).

The total weight of the locomotives and tenders are:—Pacific, 200 tons each; Mikado, 172 tons; "Mountain," 218½ tons. The tender capacity of each is about 12 tons of coal and in the vicinity of 8000 gallons of water.

The makers claim that one of the new engines will be capable of drawing a larger load at a greater speed than is possible with three of the existing locomotives, and it is considered that one of the "Mountain" type (which will be used for goods and passenger work through the Adelaide hills) will convey the Melbourne express of ten coaches to Murray Bridge in two hours instead of the three hours at present occupied by three R.S. engines to Mount Lofty and two for the remainder of the journey.

The Pacific type locomotive, which will be used for the Melbourne express between Murray Bridge and Serviceton, has been built for fast traffic work and it is anticipated that time will also be saved on this run.

The Mikado is essentially a light line engine, and it is expected that these locomotives, in conjunction with the 40-ton gondola freight trucks, will remove the wheat from the Murray lands to the seaboard in a fraction of the time occupied at present.

The locomotives will have many new features as compared with the present ones, and it will be necessary to instruct engine crews in their use. An expert from the Locomotive Motor Co. of America will advise the men how to use the automatic stoker which is installed on the "Mountain" type. Another expert will give instruction in the treatment and care of the fittings on the engines.

The "Mountain" type will be the first automatically fueled locomotive in the Commonwealth.

The engines are not expected to reach their top speeds until several months have elapsed, as the necessary "running in" has first to take place.

## HOLIDAY PHOTOGRAPHIC CONTEST.

*As there were only two entries for this month's photographic competition, we decided to discontinue it during the remainder of this year at least.*

*We thank everyone who favoured us with pictures; and although in most cases they did not quite represent the conditions and the ideal we set as a guide for competitors, albeit, some good photographs were sent in. We trust that those who entered for the competition will occasionally send us for publication a snap of some interesting subject or other connected either with railroading, the family, or social circle.*

# Last Year Was Victoria's Worst for Level Crossing Accidents

Mr. S. P. Jones, Assistant Chief Engineer of Signals and Telegraphs of the Victorian Railways, here outlines some interesting points in connection with the level crossing problem. They are singularly appropriate in view of the Cross Crossings Cautiously Campaign, now being conducted in Victoria.

THE number of accidents at railway level crossings, where roads or footpaths cross railway lines at the same level, is a cause for grave concern both to public bodies and to railway administrations wherever such crossings exist, and it is with the object of helping to avoid these accidents that the Victorian Railways Commissioners keep the necessity for the exercise of care in negotiating level crossings more or less continuously under notice.

With a fellow officer of the Railway Department I have recently returned from a visit to America, where we were very much impressed with the magnitude of the level crossing problem. In the United States during 1923 approximately 2400 people were killed and 6200 were seriously injured by trains in accidents at level crossings, whilst in 1924, 2250 persons were killed in similar accidents.

In Victoria, with a population of only one-eighth of that of the United States, the worst year for level crossing accidents was 1925, when 24 such accidents occurred, resulting in the death of 23 and injury to 15 persons.

## 3600 Level Crossings in Victoria

It is obvious that if there were no level crossings there would be no level crossing accidents; but, as both railways and roads are vital to the community, the only method of doing away with level crossings is by the construction of bridges and subways. There are more than 3600 level road crossings in Victoria, and it would be impracticable to eliminate them entirely, except over a period of very many years, and at an almost prohibitive cost.

With the rapid extension of the use of motor cars, which are now of such importance in transportation and recreation, the liability of accident at level crossings is bound to increase, on account both of the additional numbers and of their speed, which frequently equals or exceeds that of a railway train.

In America the number of level crossing accidents actually has increased with the enormous increase in the use of the motor car; in 1915, with 2½ million motor cars registered in the United States, there were 1086 persons killed at level crossings, and in 1924, the last year for which figures were available, there were 17½ million motor cars and 2150 killed at level crossings, or practically twice as many as in 1915. The proportion of motor cars to population in Victoria bears no comparison with that in America, but their number is rapidly increasing. In June, 1923, there were 37,000, and in June, 1925, 70,000 cars. Our

object is to reduce the number of accidents in spite of this increase in the number of motor cars.

So seriously is the position regarded in America that the National Conference on Street and Highway Safety, investigated the level crossing problem. This conference, which is said to be the most representative of its kind ever assembled, recognised that all level crossings cannot be eliminated and recommended, with respect to those that remain, the provision of standard warning signs.

## Additional Protection at Crossings

Additional protection should be afforded by the use of flagmen, gates or approved electrical or mechanical devices, where the volume of traffic requires it. So far as possible a clear view along the track in both directions from both sides thereof should be maintained. Sharp curves in the road, abrupt changes of grade, roughness in the pavement or other conditions which tend to divert the attention of the motorist should be avoided.

Busy level crossings in America are protected by gates in the form of a single bar, which is lowered across the roadway; those which are less busy have flagmen, who signal to drivers to stop if a train is approaching; others are equipped with various forms of automatic warning signals which indicate the approach of trains, whilst the great majority of crossings have only a level crossing sign, "STOP, LOOK, LISTEN."

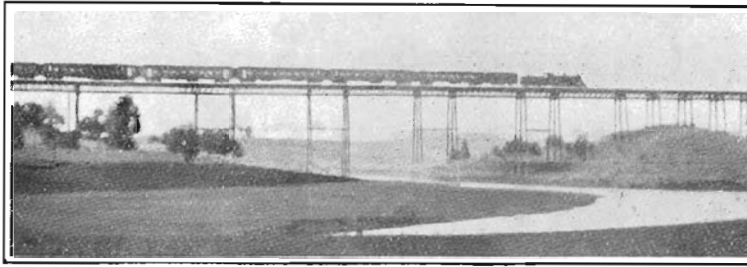
At many of the level crossings gatemen and flagmen are being replaced by automatic warning signals, which indicate the approach of trains; this is considered in America to be good practice, and it has the approval of the International Railway Conference which met last year in London.

## Continually Improving Conditions

The American railroads are continually improving conditions at level crossings, in a few cases by elimination, but generally by improvement of view of trains from the road, and by the erection of automatic warning signals. A nation-wide careful crossing campaign is carried out annually, when efforts are made to induce drivers of road vehicles to use special care when approaching railway crossings.

In Victoria busy crossings are protected by gates operated by signalmen or gatemen; but, as in America, crossings where traffic is comparatively light are not provided with gates:





*This is an interesting view of the Melbourne viaduct, near Bacchus Marsh. The picture was taken by Mr. H. H. Greene, of the Rolling Stock Branch, Newport Workshops, while he and his party were camped at Melton at Christmas time.*

they are equipped with the familiar level crossing sign, which is a diagonal white cross mounted on a post and bearing the inscription, "Railway Crossing."

At an open crossing where the view of approaching trains in both directions and from either side of the line is unobstructed, the presence of the level crossing is indicated in the manner just described; but where the view of trains is materially obstructed and the removal of the obstruction is not practicable, an automatic warning signal, or wig-wag, as the Americans term it, is also installed.

This signal gives both visible and audible warnings for about 20 seconds before a train reaches the crossing. The visible signal is a swinging red disc by day and a swinging red light by night. The audible signal is a bell. Whistle boards are erected at points about a quarter of a mile from all open crossings, and the driver of an approaching train sounds the engine whistle when passing these boards.

Victoria has a large number of pedestrian crossings, which are provided with wicket gates. Some of these gates are controlled mechanically by gatemen, and others have crib wickets so arranged that pedestrians passing through naturally face along the line in each direction before they cross.

#### Commissioners Keenly Interested

The Victorian Railways Commissioners are keenly interested in the level crossing problem, and are most anxious to do all that is reasonably practicable towards the prevention of accidents. In order to treat the subject systematically a special committee reports as to what improvements should be carried out; the whole of the suburban crossings have been investigated, and country crossings are inspected from time to time with a view to the removal of any undesirable features.

Since the beginning of 1924 approximately £200,000 has been allotted to improve protection of level crossings, and all the improvements involved have been completed or are in progress. This figure includes amounts paid by outside bodies who have joint responsibility. The improvements undertaken include, in addition to the construction of pedestrian and vehicular subways, the control of wickets by gatemen at pedestrian crossings, the provision of gates and automatic warning signals, the amalgamation of adjacent crossings, the re-arrangement of level crossing signs and fences to render crossings more readily recognisable,

and the improvement of the view of approaching trains.

The question as to whether road users cannot do more towards the prevention of accidents is important. The old saying, "Familiarity breeds contempt," was never more true than when applied to the level crossing situation. In America, numbers of cases occur annually where cars are driven into the sides of trains, the "gate crashers" or drivers who drive cars through gates are numerous, and flagmen engaged in signalling a motor car driver to stop have been run down and killed.

The only really practicable solution of the level crossing problem is the continual exercise of care on the part of the users of these crossings.

#### A Prolific Cause of Accidents

One of the most prolific causes of accident to pedestrians is crossing behind a train on a double line without being assured that there is no train approaching in the opposite direction. If adults would only recognise that they were taking a risk when crossing railway lines and act accordingly not one of them would be injured. Children should be safeguarded until they have a proper appreciation of the risk, and this should be instilled into them at home and at school.

Drivers of vehicles can assure their own safety and that of the passengers whom they may be carrying by approaching open level crossings at such a speed that they can stop clear of the rails if a train is approaching, and by not proceeding across the rails until they are certain it is safe to do so. The cautious approach does not place any undue burden on the driver, as the number of crossings passed in any ordinary journey is so small that the extra time occupied in slowing down—only a few seconds as a rule—would be barely appreciable. Each driver approaching a level crossing should consider that his safety may depend upon himself alone, and if he is careful he cannot be endangered by the train, which must keep to its well-defined path.

The adoption of this simple precaution is a duty which every driver owes to the community of which he is a member, and to those who may be dependent upon him. Drivers of road vehicles can prevent every level crossing accident involving their vehicles; therefore, when about to proceed over a railway level crossing, bear in mind the warning words, "STOP, LOOK, LISTEN."

# Splendid Work by Railwaymen During the Bush Fires



*All that was left on the Noojee Station after the bush fires had passed through the district in February last. The remains of the gangers' and Stationmaster's residences are on the hill at the rear.*

Although railway property in the bush fire areas suffered extensively—station buildings, departmental residences, bridges, trucks of goods, and miles of fencing and sleepers being destroyed—much greater damage would have resulted had it not been for the initiative and willing efforts of railwaymen in the affected districts.

“THE commendable initiative of the district Way and Works men on the Noojee line during the bush fires is another illustration of how railwaymen can rise to the occasion,” said Mr. E. H. Ballard, Chief Engineer of Way and Works, on his return with Mr. T. B. Molomby, Railways Commissioner, from a visit to the fire-swept Nayook-Noojee line.

“At the outbreak of the fires,” continued Mr. Ballard, “the men comandered from the neighboring settlers all the cream cans they could lay their hands on, filled them with water and hurriedly trolleyed them out to different points of vantage on the high trestle bridges between Nayook and Noojee. Then, when the flames swept down the gullies, they fought all the outbreaks on the bridges as they occurred and prevented them from spreading.

“It was, of course, impossible to protect the bridges altogether, but these strenuous efforts by the men, voluntarily and willingly offered and regarded as ‘just part of the job,’ undoubtedly saved much of the trestle structure.”

## Sixty-six Picked Men at Work

After inspecting the extensive damage, Mr. Ballard undertook to have the line available for normal traffic within three months, and, although the work is of a most difficult nature and is keeping 66 picked men of the branch's special bridge gangs busily employed, the progress reports indicate that the Chief Engineer was not unduly optimistic, and that the middle of May will probably see steam trains traversing strengthened trestle bridges to a modern railway station on the site of the old portable buildings at Noojee.

For it was not only the trestle bridges that suffered from the effects of the flames. Noojee station buildings, goods platform, goods shed and departmental residences were all consumed and are being replaced by new concrete structures.

In the meantime the Department is maintaining a motor passenger and goods service to Noojee, and despite the extremely bad road conditions, the unfortunate township—or, rather, what remains of it—is receiving the same transport facilities as were available be-

fore the fires.

Up to the present only approximate estimates of the damage sustained by the Railways Department are obtainable. Noojee received easily the worst treatment, but railway fencing and sleepers were damaged all over the State.

Mr. Ballard considers that £20,000 will cover the damage so far as his branch is concerned, and in addition to this amount much railway rolling stock and trucks loaded with goods were destroyed, but it will be some little time yet before definite particulars of cost are available.



*This picture shows in a graphic manner the damage done by bush fires to one of the trestle bridges on the line from Warragul to Noojee. Five of the seven bridges were damaged, but work is already proceeding on their reconstruction.*

## Splendid Treatment Accorded Young Victorians in U.S.A.

Young Victorian railwaymen in America are creating a favourable impression among those with whom they come in contact. News of them reaches Victoria by various means. The following appeared in the Chesapeake and Ohio Employees' Magazine recently:—

**T**HE record of our Department of Purchases and Stores for efficient and economic service has gone abroad, not only in our own country, but to other continents, as is attested by the fact that the Victorian Railways have sent to this country two of their employes to study the methods and organisation of this Department.

One of these employes, E. Victor Ryan, spent a large part of last year at Huntington, W. Va., headquarters for the stores and supplies of the Chesapeake and Ohio. The second representative, W. M. Madigan, is now at Huntington, serving his period under J. P. Kavanagh, General Storekeeper.

A letter from Mr. Ryan to H. C. Pearce, Director of Purchases and Stores, and J. E. Mahaney, Superintendent of Stores, thanking them for their interest and courtesies during his stay with the Chesapeake and Ohio, and referring to other Store Officials, to whom he feels himself indebted, reads as follows:—

"My days of pleasure and education with the Chesapeake and Ohio have recently, through necessity, terminated. Days of pleasure in having the good fortune to be an employe of such a magnificent system; days of education in the knowledge gained of so many splendid innovations.

### Made Him Feel at Home

"I sincerely desire to express, on my departure, my sincere gratitude for the very fine treatment and courtesies extended me while in the employ of your valued system.

"It was with mixed feelings that I left my native land, Australia, to gain experience on American railroads, as I recognised the hardships and trials to which I would likely be subjected in so new and strange surroundings. My first interview with you, gentlemen, and my subsequent treatment at the General Storehouse at Huntington, quickly dispelled all fears, for right from my commencement, and throughout my seven months sojourn with the Chesapeake and Ohio, I was shown every courtesy, given every assistance, encouragement and advantage that could possibly be extended, and which made me feel quite at home.

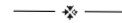
"Time swings on with certain swiftness; circumstances necessitate new fields; my mission with the Chesapeake and Ohio, delightful though it has been, must terminate. Pangs of regret at leaving such a great system must be overcome, for my activities must now be confined to the New York Central Company, with whom I am now engaged in their Storehouse at Harmon, N.Y., where I can continue the study of storekeeping as

practised on the principal American railroads, which was my object in venturing to America.

"Through you, gentlemen, I wish to convey to Messrs. Kavanagh and Courtney (F. L. Courtney, General Store Foreman), and every member of the Huntington staff, my very best thanks and recognition for the kindness given me. The Chesapeake and Ohio employes were, in reality, my first American acquaintances, and being among them, conveys to me the fine traits of their characters. A country's greatest asset is her people, and with such patriotic, energetic and wholesome principles as Americans possess, and revealed to me so forcibly at Huntington, her rapid advancement in the last century and half is not surprising.

"Memories of the Chesapeake and Ohio, and the inimitable beauty of the scenery through which its lines extend, will ever be with me. In future years I will visualise with happy recollections my trip with the Supply Train, on which, through the courtesy of Mr. J. T. Hunt (Supply Train Storekeeper), I realised the possibilities of such a branch, and what an important cog it provides in a splendid system.

"It may be gratifying to you to know that I take away with me many fine ideas, some of which perhaps will be advantageously used on my home road. The manner in which Mr. Kavanagh used me at Huntington afforded me the opportunity to follow each step. I can assure you the privilege was not abused, as I feel confident I have the essential details of your system carefully recorded."



### Giant Electrical Machine

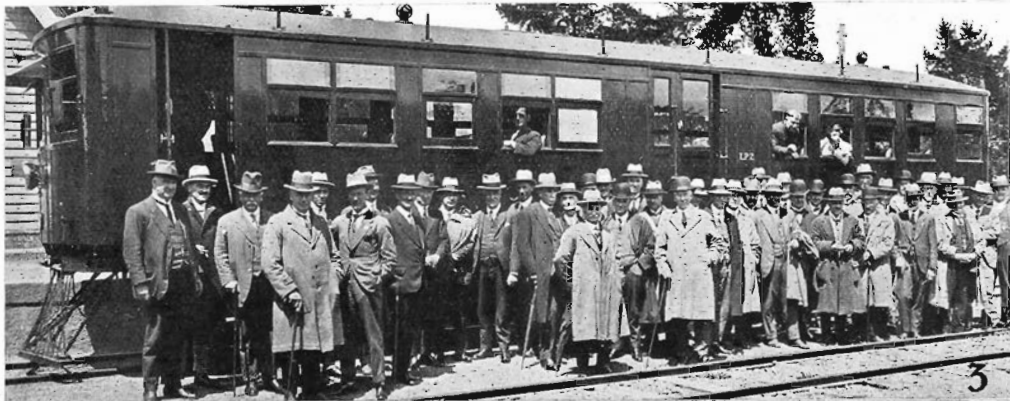
**T**HE largest piece of electrical machinery of its kind ever designed by engineers, weighing more than 600 tons, has been ordered by the Philadelphia Electric Company, the contract being awarded to the Westinghouse Electric and Manufacturing Company. Also the contract calls for delivery of eight huge oil breakers having a voltage of 73,000 and a rupturing capacity of 1,500,000 KVA.

The machine, known as a frequency changer, upon completion next fall, will be installed in the Schuylkill River station of the Philadelphia Electric Company at Twenty-eighth and Christian Streets. Its function will be to change the number of cycles of the generated current to the current frequency necessary for traction purposes.

A conception of the greatness of this piece of rotating machinery which, when erected, will be 55ft. long, and will rise to a height of 22ft. above the foundations, may be gathered from the fact that the motor section of the unit will have 60,000-horse power at 100 per cent. power factor, or 41,250-horse power at 70 per cent. power factor.

When completed the machine will be shipped from the East Pittsburgh works, and it will require 25 railroad cars to transport the different parts from the factory to the local power plant.

## Rail Motors Operate in Tasmania



(1) Derwent Bridge at Bridgewater. (2) On the Road to New Norfolk. (3) Group of Officers, testing Rail-motor on its trial run. Mr. Commissioner Miscamble is the 11th from the left.

(See letterpress on page 67)

# Victoria is a Wealthy State

Victorian products are increasing in value every year, though the total value of production per head of population shows a slight decrease. The following figures are of interest, and indicate the progress or retrogression in the various industries:—

**R**ETURNS to show the value of primary industries to the State for the 1924-25 financial year have been completed by the Assistant Government Statist (Mr. J. B. Hourigan).

According to the figures prepared by Mr. Hourigan, the dairying and pastoral industry was the most productive in the year, the total value of the products being £29,615,977. Wool contributed £11,440,240 of this amount.

The value of butter produced in the year was £6,618,240, the value of sheep apart from wool was £4,390,880, and the value of cattle was £3,538,240. The milk consumed in the natural state produced £1,784,590, while the condensed, concentrated, and powdered milk and casein was £1,582,915.

Products of the agricultural industry returned £18,165,772. Of this sum £11,993,546 was derived from the wheatgrowing industry, £3,639,496 from the production of hay, and £1,091,508 from fruitgrowing. The oat crop returned £934,538, while market-garden produce was valued at £731,000.

The value of raisins, sultanas, and currants was £801,885.

The total value of the products of the poultry industry was £4,443,200, while the trapping of rabbits and hares for skins and for use for food produced £403,680.

The timber industry produced £1,932,385, of which £1,053,870 was the value of firewood

sold, £745,580 the value of timber for milling, and £132,935 the value of bark for tanning.

The mining industry produced £1,468,655, coalmining contributing £610,671 of this amount.

The output of quarries, including limestone, was £530,820, and gold-mining produced £285,316.

The total value of primary products in the year was £56,272,946. The value added by manufacturing processes was £45,271,348, and the total value of the products was, therefore, £101,544,294.

Comparative tables show that, though the value of the primary products was slightly less last year than in 1921, the value (including that added by the manufacturing processes) has increased considerably in the last four years.

In 1921 the value of primary products was £58,729,361, as against £56,272,946 last year. The returns from agricultural industries have declined from £25,190,350 to £18,165,772, but the products of the dairying and pastoral industries have increased in value from £24,816,620 to £29,615,977.

In 1921 the value added to the primary products in manufacturing processes was £38,336,232, as against £45,271,348 last year. The total value of production per head of population has shown a slight decrease, being £63/17/3 a head in 1921, as against £61/5/7 last year.

## THE GUARDIANS OF THE RAIL.

*Silent we stand and watch you  
Thunder along your way.  
Always we guard your journeys,  
Be they to work or play;  
We stand and watch you pass us  
On the swiftly moving train,  
And e'er the dust has settled  
Are hard at work again.*

*Each rail o'er which you travel  
Is watched by little bands;  
Each tie, each yard of gravel  
Is packed by willing hands;  
Each nut, each bolt is tested,  
Each spike made firm and true,  
And whilst at ease you rested,  
We made it safe for you.*

*Ever we guard your pathway;  
Never your trust we fail,  
For we are faithful toilers—  
The Guardians of the Rail.*

—(Canadian National Railways Magazine)

## Maryborough Expresses Appreciation

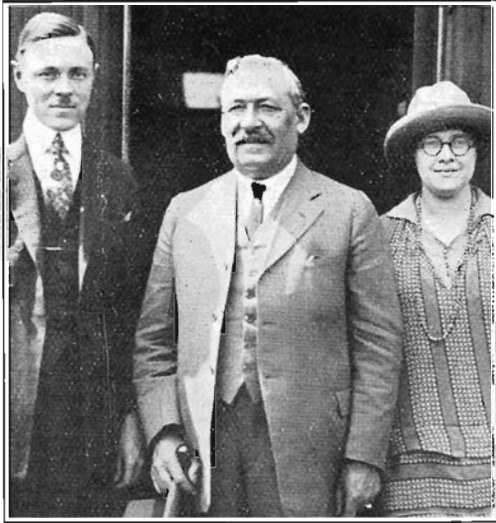
**K**EEN appreciation has been expressed by the Maryborough press of the special Maryborough issue of the "Victorian Railways Magazine" last month.

One paper even wrote a special leading article, expressing its thanks for the prominence which the "Magazine" had given the district.

The issue also created considerable interest among district railwaymen because of the personal appeal. The interest was no less in other districts, where railwaymen and others were able to read and appreciate some of the splendid work being done by railwaymen in the Maryborough district.

The May issue of the "Magazine" will feature work in the Seymour railway district.

## Distinguished Visitors Use Our System



*Gipsy Smith (centre) the noted evangelist, was welcomed by 2000 church representatives when he arrived in Melbourne. On his right is Mr. E. E. Young, his pianist, and on his left, Mrs. Young.*



*Madame Pavlova and her musical director, M. Lucien Wurmser, snapped on their arrival at Spencer Street after stepping from the Adelaide express. This world-famed artist received a great reception from the thousands of people gathered to welcome her.*

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## Victoria Has Splendid Shooting Grounds

*Radiating within easy distance by train from Melbourne (and, of course, farther afield as well) there are excellent shooting grounds stocked with a variety of game. Mr. J. C. Johnston, Stationmaster, Flinders-street, in the following article tells of some of the pleasures enjoyed by the lover of the dog and gun as a health-giving sport.*

**M**ARCH 15 marks the opening of the quail season, which brings back to a great number of sportsmen very pleasant memories of by-gone seasons and happy days spent with dog and gun over stubble and grass cover among which the small birds make their home. There is something seductive about this form of sport, which the man who is interested in it values above any of his other hobbies.

Close friendships are formed in the days that are spent in the fresh, open air. A feeling of freedom and goodwill towards everybody seems to pervade the atmosphere after a successful day's shoot.

The open-heartedness of the sportsman to his fellows is proverbial. His friend or acquaintance is always welcome to share his cartridges, his lunch, to shoot over his dog and at the end of the day to divide the bag.

In the field a code of etiquette is rigorously maintained in various matters and is rarely departed from by quail shooters. For instance, when shooting over a friend's dog the guest never interferes with the working of the dog.

Each shooter takes the birds as they fly; the man on the right takes the bird to the right, and vice versa.

These courtesies bring out all that is best and are productive of the highest form of pleasure and enjoyment. Not the least of the pleasure to be got from the sport is to perceive the seeming human intelligence of the sporting dog—and the owner of a good dog recognises that in the possession of such an animal he is blessed far above other men. No inducement would tempt him to part with his treasure.

The perfect shooting day is at sunrise following a dewy night and a very light breeze blowing. A good grass paddock, your own dog, a sympathetic shooting friend and a bird about every hundred yards. Under these conditions nothing better is asked for by followers of the sport.

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## Motors and Rail Traffic

Mr. Samuel Rea, the ex-president of the great Pennsylvania railway system, in an address before the American Society of Mechanical Engineers, declared that "in the long run, motor cars, through the vastly increased business activity which they have brought about in so many directions, will create for the railroads much more new traffic than they will ever by any possibility take away through direct competition." He added that they have been doing this ever since they became an important influence in the manufacturing and transportation fields.

Why My Job Is Important

# Telegraph Linesmen Have Important Work

The efficient telephone and telegraph system, which is such a feature of the Victorian Railways Department, is largely due to the up-to-date and skilled methods adopted by the linesmen who have the difficult task of erecting and maintaining all the telephone and telegraph lines on the State's railways. Mr. M. Lenthal has something interesting to say about a few of the little-known aspects of this job.

UNDER the control of one supervisor (Mr. A. Henshaw), six foremen and 30 linesmen-in-charge, 130 linesmen are employed in the Victorian Railways. They are all connected with the Signals and Telegraphs Branch, with Engineer J. H. O'Connell, M.A., B.Sc., as their immediate head.

Our work consists, broadly, of the erection and maintenance of all trunk lines and their auxiliaries and is divided into line and cable work. About nine-tenths of the work is performed in the country.

Telephone fitters, of course, see to the installation of the instruments, including safe-working, but we are responsible for the linking up of those instruments with more distant points.

It is necessary, therefore, for us to possess not only a good working knowledge of magnetism and electricity, but also to be acquainted with the rudiments of carpentry, bricklaying and general utility work. We have to use the chisel, adze and handsaw, to perform carpentering work when running and fixing lines, to erect poles and make neat entrances through solid brick walls where necessary.

### Maintenance and Repairs

Maintenance work involves renewal of poles, rearrangement and replacing of wires, substitution of lines with cables, and general repairs.

At Spencer Street a special staff is maintained to attend to faults, although in country centres the sectional linesman-in-charge or a man from one of the gangs employed in the district can, of course, take the necessary steps to remedy the fault.

Few faults are naturally an indication of high efficiency on the part of the linesman, and we pride ourselves on the very small number of faults that do occur throughout the State.

And it should be remembered that all faults are by no means due to construction errors.



They may be caused by weather conditions, screws loosened by vibration, or a hundred and one other different outside influences.

It should also be borne in mind that the safety of the travelling public depends largely on the good order in which the lines are maintained.

A telegraph linesman can't come on duty in a white duck suit, or belltopper and spats. The work is necessarily dirty, and country jobs often entail sleeping in tents—or vans, if you're lucky. Further, you really can't appreciate the difficulty of handling wire in a restricted space without getting your clothes hooked until you've spent some time on a linesman's duties.

New methods of telephonic communication are being continually introduced in the Service (our work is done for all branches, but chiefly for the Transportation Branch), with consequent increased responsibility for linesmen.

The Selector telephone system, for instance, is necessitating the erection of new lines to terminals at Albury, Echuca, Geelong and the Ballarat line, and it is expected that the system will be extended to the Gippsland district in the near future.

Another big job of recent date was the changeover at the Melbourne Yard, 'phones, fire alarms and clock clips all requiring attention and 22 cable boxes being used. The whole business was carried out without a hitch.



*The Joys of Motoring—Messrs. Abraham, Traffic Inspector, and Nolan, Roadmaster, (white coat), repair a broken belt between Murtoa and Jung.*

# Refrigerated Trucks—A Form of Special Service

Not many places in the Victorian Railways can boast such extremes of heat and cold within a small radius as the departmental iceworks, which are near the General Outwards Shed, Melbourne Goods. It is at this depot that all the ice used for refrigerated trucks, drinking water for country carriages and refreshment room purposes throughout the State is manufactured.

ESTABLISHED in 1894, the ice works still have in commission the ice manufacturing plant, which was first installed there. Despite its 32 years of strenuous existence and service, it is emulating the example of a much-advertised and very useful commodity, and is still going strong.

Mr. J. Keenan is present manager of the works, and he has under him a staff of 10. The manufacturing plant earns its keep 24 hours every day, and a staff is continually on duty at the depot, although the actual icing of trucks is performed only during daylight.

In all, there are 151 16-ton and 191 12-ton refrigerated trucks in operation on the Victorian Railways, and in the very hot months—December and January—from 150 to 160 may be iced in one week by the ice works men. On one day last year no less than 40 trucks were iced.

Generally, the supply lasts for five days, and in many cases ice still remains in the troughs when the trucks are docked for refilling.

The ice is raised from the freezing tank in big crates—each holding 10 1cwt. blocks of ice—by means of a pneumatic hoist.

## Blocks of Ice Conveyed by Lift

The hoist dumps the crate in a tilted position at the far end of the tank, where an employe hoses it with boiling water, which loosens the blocks and allows them to slide out.

The blocks are then conveyed by lift to the next floor, where they are broken up and shot through three chutes into the trough of the waiting truck, which is docked on the road alongside the depot.

Meanwhile, the empty crate is filled with water, and is lowered back into the tank for freezing once more.

Commencing at 8 a.m., when the trucks are first available, this procedure is gone through every 45 minutes.

In addition to the icing, the cleaning of all the refrigerated trucks is carried out at the depot, a sweeper attending to each one thoroughly before it is docked under the ice chutes.

The ice works plant, which consumes approximately four tons of coal a day, also supplies boiling water by means of underground pipes to the adjacent goods shed, where on an average 60 to 70 louvre trucks are hosed out daily.

During the winter months—April to October—most of the staff at the depot are withdrawn, two only being retained to over-

haul and repair the plant and machinery.

The refrigerated trucks are insulated, zinc lined interiorly, have a tare weight of 12 tons 13 cwt. and 8 tons 17 cwt. respectively, and are manufactured at the Newport Workshops. Their supply and movements are controlled by the Superintendent of Goods Train Ser-



*Dennis Horrigan, of the Departmental Ice Works, regulates the flow of ice into a "T" truck, while Manager J. Keenan supervises from the balcony on the left.*

vice, and every care is exercised to ensure that the best possible use is made of them.

They are in demand chiefly for the carriage of butter, frozen meat and frozen rabbits, and are withdrawn during the winter months for overhaul at the North Melbourne Car and Waggon Shops, where they are repaired and made ready for next year's work.

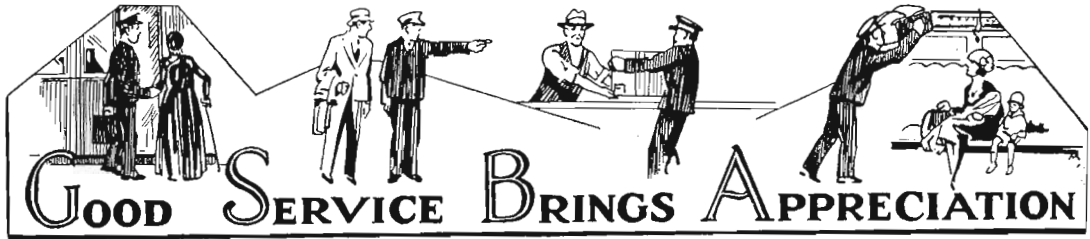
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## Aged Paid-on Books

Mr. A. J. B. Mais, S.M., Kangaroo Flat, writes:—We have a "Paid-on" book at this station which was commenced in 1863 (June), and is likely to continue in use for some considerable time. The first S.M.'s signature that appears in it is that of Geo. W. Lilley.

Of those already mentioned in these columns this book holds the record for long service.





## GOOD SERVICE BRINGS APPRECIATION

ON Wednesday, February 10, I called at the Traralgon Railway Station with the Ministerial party, after having had a seven days' tour through the Eastern Gippsland forest areas, and decided to have lunch in the Traralgon railway refreshment rooms. As a result I have much pleasure in bringing under your notice the courtesy and attention of your officer in charge there, **Mr. Roberts**, who went out of his way to see that the party's wants were satisfactorily met. Mr. Roberts did not know of whom the party comprised until during lunch; I made myself known. I consider that this officer's action is indicative of your Commissioners' keen desire to attend to the many wants of the travelling public. I am bringing this matter under your notice for this reason, that no doubt many are ready to complain, but few are prepared to bring under your notice the good work of your officers.—**H. F. Richardson, Minister for Forests.**

WE desire to convey to you our appreciation of the services of your officers in recovering a valise belonging to one of our directors, containing valuable papers, which was lost from the Transcontinental express on February 14, between Ararat and Ballan. This bag was not missed until Ballan was reached, and through the promptness of your staff was handed in to the Station-master at Beaufort, and was in our possession by the afternoon of February 16. Although the papers and records in the bag were of no value to anyone but ourselves, their loss would have put us to a considerable amount of inconvenience, and its recovery was an immense relief to ourselves. We accordingly are extremely pleased to put on record our deep appreciation of the courtesy and service of the Department in connection with this matter.—**Kraetzer & Karmel Bros. Pty. Ltd., per S. Karmel, Director.**

WE thank you for the batch of pamphlets entitled "Co-operate for Efficiency" delivered to us yesterday. After perusing same, we considered these pamphlets to be of sufficient importance to endorse and personally address one to each member of our staff. To co-operate for efficiency with our railway system, which belongs to each of us, is to assist our staff to co-operate in our own business for the mutual benefit of all parties. We congratulate you on your truck saving and mileage secured.—**F. H. Brunning Proprietary Limited.**

THE Bendigo Foresters have instructed me to convey their thanks and appreciation of the arrangements made by your Department in connection with our annual excursion to Melbourne on Monday, February 8; also to state that the Station-master and staff at Bendigo carried out their duties in their usual courteous manner, and gave every satisfaction.—**Mark H. N. Webb, District Secretary, Bendigo United District Ancient Order of Foresters.**

THE Nagambie School Committee were delighted with the fine train provided on the occasion of our excursion to St. Kilda last month. The journey was speedy and comfortable, and we deeply appreciate your efforts to make it so. We are also deeply grateful to the officials between Murchison East and Seymour. They were always courteous and obliging, and willing to help us in every way, and I must not forget those in charge of the train itself.—**I. T. Park, Correspondent.**

JUST a line thanking you for the arrangements you fixed for our furniture. The truck went through to Orbost in record time, and there was practically no injury whatever to anything. It was the best shift we have had, though by far the longest.—**H. E. Trathen, Higher Elementary School, Orbost, writing to Mr. Hosking, S.M., Heathcote.**

I AM writing to thank you for procuring the ticket and seeing my little girl safely on the express on Friday evening at Ballan. She arrived safely and had a very good trip.—**Maude M. Cash, 86 King William-street, Kent Town, South Australia, writing to S.M., Ballan.**

BEING an old railway employee for 14 years, I wish to thank you for the courtesy you showed to Mrs. Flockhart on her recent visit to Cowes in seeing to her luggage being booked to Spencer-street. Those little kindnesses, especially where ladies are travelling, speak volumes in praise of the Service.—**A. Mc. J. Flockhart, Charlton, writing to Mr. Peterson, S.M., Cowes.**

BELIEVING that it is unfair to criticise and not give credit where credit is due, I desire to convey to you my appreciation of the courtesy and promptness with which orders for breakfast for two parties of men (total 27) were attended to at the Lilydale Railway Station refreshment rooms recently. As soon as the various seats (reserved by telephone) were occupied, appetising breakfasts were placed in front of the travellers, and the service reflected credit upon the Railway Department and the staff. I should be glad if you would kindly convey to the Manager and refreshment staff at Lilydale appreciation of their attention.—**John J. McMahon, Ivanhoe.**

*Few travellers give any thought to the driver, who has the responsibility of their lives in his hands while driving an important passenger train, but Gipsy Smith, the world-famous evangelist, is not one of these people.*

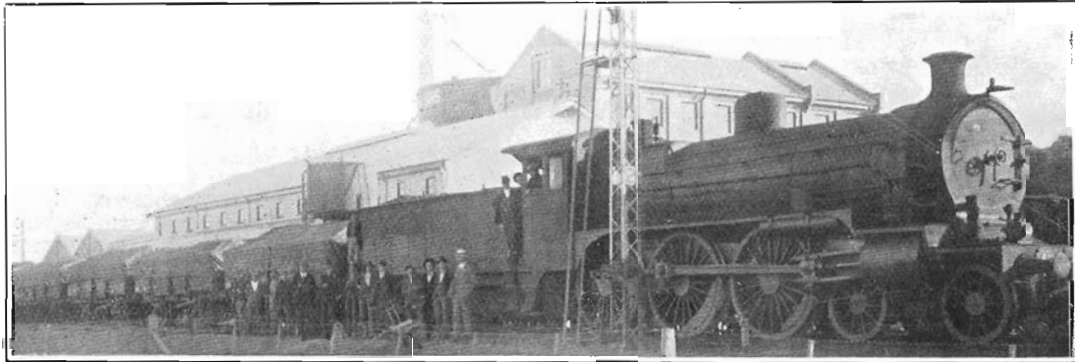
*When he arrived in Melbourne on Monday, March 8, he was met at Spencer street Station by a vast crowd of people, who sang upon his arrival. Gipsy Smith said that the songs were intended for the train drivers as much as for anybody else.*

*Turning, he caught sight of J. Ryan, the driver, and moving to the cab clasped Mr. Ryan's hand.*

*"God bless you," Gipsy Smith said, "and other toilers with you for our safe journey."*

IN reference to the excursion of the State schools on the Noojee line, run on February 9, I wish to thank the officers of the Department for their help in making the train and trip generally such a success, particularly **Mr. W. T. Bodsworth**, the Relieving Station-master of Neerim South, who helped me so courteously and willingly in every possible way.—**Bert Seaton, Organiser.**

# Special Flour Train from New Mill in the Wimmera District



*This special train was chartered to convey 900 tons of export flour sent by W. C. Thomas and Sons Pty. Ltd. for Hong Kong by the s.s. "Arafura." There were 57 trucks (37,010 bags) in the consignment. The train departed from Murtoa at 8 a.m. on February 4.*

**T**HE erection of Messrs. W. C. Thomas and Sons Pty. Ltd.'s new four-storied flour mill, which has been recently completed, indicates successful enterprise by the late Mr. Thomas.

The first flour mill at Murtoa, which was shifted from Eurambeen (near Beaufort) to a site near Lake Narma in 1886, was owned by the late Mr. Thomas. The building was a small weatherboard structure, the mills consisting of two pairs of stones, manufacturing three bags of flour an hour.

About 1880 the railway line from Stawell to Murtoa was opened. The first truck of flour which left the station was loaded by the late Mr. George Evans. The original mill was eventually removed, remodelled, and erected at Minyip and worked for many years, and eventually dismantled. The property was sold to the company, which is now considering building a new plant.

About 1881 the second mill was brought from Longerenong by Mogg, Cain and Company, and erected. The building was of wood and iron, and the mill consisted of six pairs of stones.

Two years afterwards it was bought by the late Mr. W. C. Thomas, who, after a few years, had it remodelled into a roller mill making eight bags of flour an hour. It was afterwards shifted to the present mill site near the railway station. Flour from this mill was exported to all parts of the world.

In 1924 the mill was demolished, and the present

new building and plant erected in its place. The mill plant has a capacity of over three and a half tons of flour an hour.

At least 30 hands will be employed. If wheat is

**W**E have just completed loading more than 900 tons of flour for Hong Kong, and would like to express our appreciation for the help and assistance given to us by the S.M. (Mr. White) and his staff, as we were able to despatch this large order without a hitch. We were fully supplied with trucks and covers, and the clearing of our siding was promptly attended to. We trust the co-operation between the Railways and ourselves will continue.—H. H. Evans, manager, W. C. Thomas & Sons Pty. Ltd., Murtoa.

not ready locally, supplies will be drawn from Mallee stations, 30,000 bags a month being required. The store attached to the mill will contain at least 20,000 bags. Loading of trucks is done from six chutes. Wheat from two silos with a capacity of 30,000 bags each is automatically conveyed to the mill for grinding. The tower carrying elevator for filling silos is 80ft. high.



*The Old Locomotive Running Sheds, Spencer-street, near the present No. 1 Signal Cabin, as they appeared about sixty years ago, at the time of the visit to Australia of the late Duke of Edinburgh. The engine in the centre, bearing the Royal Coat of Arms, was in readiness to be attached to the Royal Train, which carried the Duke to Bendigo.*

## Interesting Railway People

### Railwayman Who Ran the First Train on the Glen Iris Line



**D**OWN amid the huge piles of parcels and scores of heavily-laden trolleys at the far end of Flinders Street No. 1 platform there is a keen-faced, alert-looking railwayman who wears the cap of a parcels foreman.

He is Foreman Dan Broderick, who has been supervising the handling of the huge parcels traffic at the busiest station in the world for the past five years and who is one of the most popular members of the Flinders Street staff.

Dan joined up as porter at Sale in 1885 and was appointed guard in 1890. He fluttered a green flag from the steps of passenger and goods vans for 31 years, and had the distinction of being on the first train that ran on the Glen Iris line in 1890. He had experience in Gippsland also for many years, and he knows the Beech Forest narrow-gauge line from end to end.

The recent bush fires recall an adventure which Dan had while running on the Beech Forest line. It was a very hot summer, and the driver of the train—a heavily-loaded goods—ran right into a fierce bush fire while coasting down a steep gradient. The fire was spreading and was clearly inclined to dispute the right of way to the train, and the only thing the driver could do was to endeavour to back out of the danger zone. As it happened, however, although his load was all right for down grades, it was 50 tons too heavy for up gradients, and there wasn't a member of the train crew who didn't have his heart in his mouth until the reliable old engine began to push the long train up the hill again and away from the flames.

A railway guard's job isn't a humdrum existence by any means. You ask Dan Broderick.

### This Railwayman Lived at the Institute for Eleven Years

**E**VERY member of the Institute knows the genial Senior Steward, Charley McParland, who has kept all the corridors and rooms tidy ever since the Institute was an Institute.

He was selected from more than 60 applicants for the job of House Steward by the Institute's Provisional Council in 1910, and lived, worked, ate and slept on the premises for about 11 years, when the crying need for increased class accommodation resulted in the appropriation of his snug little quarters under the clock tower.

Since then he has pushed brooms, dusted pictures and furniture, cleaned and polished walls, taps and fittings, shifted scenery on the Concert Hall stage, performed the catering arrangements for smoke socials and other functions, looked after the seating accommodation, prepared the various class rooms, and directed four energetic assistants who are following earnestly in his footsteps.

Before Charley earned the approval of the Institute's creators, he had had experience in the hotel business, and this weighed largely in his favor, as the officials were then contemplating the installation of an up-to-date buffet for Institute members.

He also spent a three years' departmental career surrounded by paint brushes and paint pots, and enveloped in an aroma of turpentine, and was one of the half-dozen painters who put the finishing touches to the present Essendon railway station, besides having a big hand in the decorating and painting of the railway stall at the 1906 A.N.A. Exhibition.

He is a brother of the well-known engine driver, W. McParland, who retired from the Service a few weeks ago.



# Newport Workshops Men Have Good Reason for Pride in Their Work

In the self-contained and splendidly equipped Newport Railway Workshops—the largest of their kind south of the Equator—the Victorian Railways Department has an asset of which it can well be proud. The Newport brand is regarded as the hallmark of quality in engineering circles, and the locomotives which have been constructed there are admittedly equal to the best running on the world's railways.

**A** BROAD-SHOULDERED, bare-armed giant, with a ridiculously small blue cap perched on the top of his head, his forehead and forearms glistening with perspiration, swings a huge glowing bar, literally dripping with fire, from a roaring furnace, and places it, amid a shower of angry sparks, underneath a five-ton steam hammer.

He braces himself, twists the bar a trifle to the left with the critical air of an expert studying an Old Master, nods curtly to a stalwart accomplice, who has taken up a strategic position on the right, and then, turning, he levers the bar from side to side, the better to meet the smashing blows of the immense hammer, as it pounds down with irresistible force on the heat-softened iron.

The sparks fly about the head and arms of the straining Hercules, and the red-hot bar, under the persuasive influence of the hammer, begins to assume an oblong shape, which gradually becomes more and more regular in appearance.

Hercules nods his head a second time, the hammer comes to rest with apparent reluctance, and the shaped bar, smouldering sullenly, is swung around and laid aside to cool. Hercules and his companion move to the furnace again, the fierce red glare beating on their faces and throwing weird flickering shadows on their arms and chests.

## An Everyday Scene at Newport

This little scene is characteristic of Newport. The most prodigious tasks—tasks calling for skill and strength, efficiency and endurance—are performed with an ease and nonchalance that, to the dazed visitor, is little short of amazing.

All work is done to a carefully planned schedule. Jobs are not distributed among the workmen in a genial open-handed manner, with kindly warnings not to hurry too much. On the other hand, neither does a savage overseer stand grimly over the men and keep them working at top pressure.

As soon as an order is received, or a job booked, a foreman or responsible individual outlines a reasonable time limit, and keeps the Manager advised as to the progress made, and the manner in which the schedule is being adhered to.

Uncanny is the only word for some of the very modern machinery which is installed in the workshops.

Here is a keen-faced engineer, with a youthful assistant, attending to an ungainly-looking mass of complicated mechanism sprawling close to a blazing furnace. A red-hot length

of iron from the furnace moves slowly into the centre of the palpitating and crashing machinery, and emerges further on broken up into regular pieces, and shaped into dogspikes or bolts.

This equipment, which is appropriately termed an Ajax machine, forges six tons of dogspikes and five tons of bolts in a day. Before its arrival, a couple of workmen could turn out only a few hundredweights daily.

Another appliance which has earned the hearty approval of the workmen is the electric magnet. There are two magnets at the workshops, and each can unload a truck of pig iron as easily as the average housewife can shell peas.

## Make Their Own Tools

Two electric air compressors are in commission, supplying the power for the pneumatic tools throughout the shops. Each exerts a pressure of 100 lbs. to the square inch.

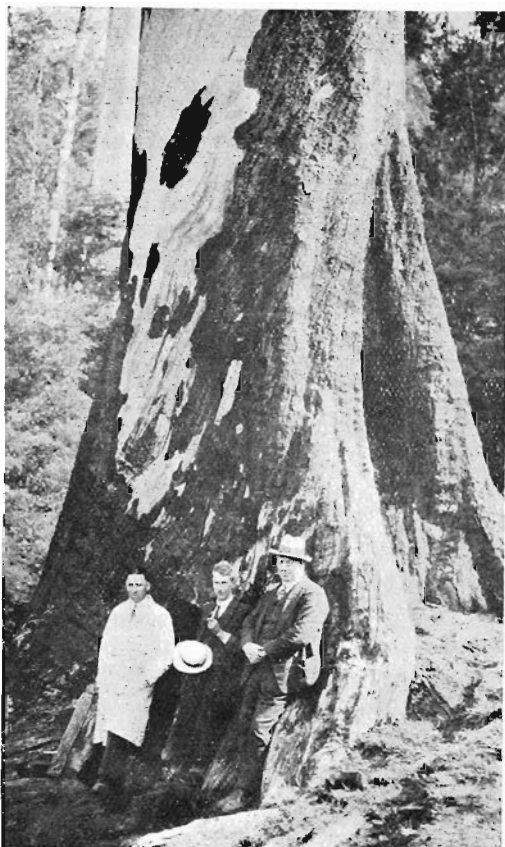
Most of the tools used at the workshops are manufactured on the premises, and the paints that give Victoria's rolling stock its attractive appearance are ground and prepared at Newport also.

Wondering sightseers find it hard to tear themselves away from the big sawmills. The speed and dexterity with which huge logs are sliced into planks, propelled along rollers, cut up again and again if necessary, and finally stacked for drying or loaded into waiting trucks for transport, would bring tears to the eyes of that large army of unfortunate husbands who delightedly shake hands with themselves if they take no longer than three-quarters of an hour to chop enough wood for the kitchen fire in the morning.

## A Well-Equipped Laboratory

The workshops have a well-equipped laboratory also, where two chemists are kept busy subjecting the finished article to chemical tests in search for defects. Thus, by analysis of the materials received in the form of scrap, standard composition of metal is retained for the many metals used by the Department. They also devise ways and means for reducing costs by using up scrap from the workshops wherever possible. Mr. W. T. Gladwyn, who works under the Engineer of Tests, is in charge of this important branch of work.

Big figures are a feature of Newport. The shops have been in existence since 1858, and cover 130 acres, the buildings alone occupying 20 acres. The staff totals at present 3755 (2274 permanent hands, 1344 supernumeraries, and 137 butty gangsters), the annual wages



*A family of five lived for eighteen months in this hollow tree near Noojee when Mr. J. Penny first went to settle there. He later moved to the house which he constructed nearby. Mr. Penny, unfortunately, lost everything in the recent bush fires. Standing in front is the Assistant Publicity Officer (Mr. H. R. Gollan) and Messrs. J. Wolstencroft and S. W. Smith, of Noojee.*

bill amounts to close on £500,000, and the value of the supplies used every year runs into £1,000,000.

There are 31 miles of railway track within the workshops, and extensive improvements, additions and installations are continually taking place. A large boiler shop and a new turnery, covering together nearly 120,000 sq. feet, are now in course of construction.

Quantity and quality go hand in hand. For the year ended June, 1923, 14 new engines were constructed, and 331 repaired. During the last 12 months, 301 engines were repaired and overhauled, as well as 222 carriages, 168 vans, and 1200 trucks. In addition, 88 carriages and 136 trucks were built.

There are no less than 227 different trades and professions at the workshops, including such weird callings as annealers, anglesmiths, and saw doctors. The last named has nothing to do with the medical profession. The two employes who boast that title

## Ninety-one Miles of Truck Tarpaulins

*If all the truck tarpaulins in use on the Victorian Railways were laid end on end they would form a strip 14 feet wide that would extend all the way from Melbourne to half-way between Creighton and Euroa, a distance of more than 91 miles. Together they would cover more than 151 acres.*

**T**HE tarpaulins measure 29 feet by 14 feet and are made by the Department with the most durable material on the market.

Exposed as they are to all kinds of weather, their average life is only from three and a half to four years, and as soon as they are found unserviceable they are condemned.

Sometimes the more serviceable portions of the condemned truck tarpaulins can be used as yard tarpaulins. These measure 14 feet

### MAXIMS FOR THE MONTH.

*The only man who never makes a mistake is the man who never does anything.*

*There is nothing little to the really great in spirit.*

*A crank is a little thing that makes revolutions.*

*Independence, like honour, is a rocky island without a beach.*

*Men in great places are thrice servants.*

*Enthusiasm is the genius of sincerity, and truth accomplishes no victories without it.*

square and are utilised as temporary covering for the protection of consignments awaiting despatch or local delivery.

Each truck tarpaulin is worth £9/15/-, and there are at present 16,500 in use, having a total value of £160,875.

Think of these figures next time you see a tarpaulin-covered truck. They constitute one of the many heavy items on the railways working expense bill, concerning which the general public knows little or nothing.

having the job of looking after the huge hand saws at the mills.

Apprentices receive three years' tuition in engineering subjects at the Newport Technical College, which is conducted by the Commissioners, and, if they prove their worth, the highest positions in the service are open to them.

A well-equipped ambulance depot is available, with two competent Sisters always on duty; and the men themselves run a fine band, which is affiliated with the Institute.

Two thousand five hundred men travel to and from Flinders Street daily in four electric trains, which run right through to the workshops, so that at knock-off time the men have no long walk to the railway station, the trains being drawn up waiting for them.

And if that's not quite as good as leaning back and murmuring faintly, "Home, James," well, it's the next best thing at any rate.

# Victoria's Railways Have An Efficient Motor Fleet

There is at least one road motor transport system in the State which the railways not only smile on, but are proud of. That is the efficient and well-organised fleet of departmental motor vehicles which is located at the Jolimont motor garage, under the supervision of the Overhead Superintendent (Mr. G. S. Scott), primarily for the purpose of attending to breakdowns in the electrified area, but also for all railway work requiring road motor service.

**T**WENTY-NINE motor vehicles are housed at the Jolimont Motor Garage, and all motor cars used in the Victorian Railways have the large modern structure for their headquarters.

There are four International trucks, which are used solely for overhead equipment maintenance and emergency work; 12 more of the same type, but of varying capacity which are kept busy on general tasks, including the transport of material and stores for other branches; and Dodges, Chevrolets and Fiats for the convenience of officers travelling on urgent departmental business.

All the staff at the garage take a pride in the achievements of the big White 'bus, which has proved so popular with road travellers between Melbourne and Geelong. Running seven days a week and two trips a day, it has not yet lost a trip since it started and has covered more than 21,000 miles.

## Spectacular Work.

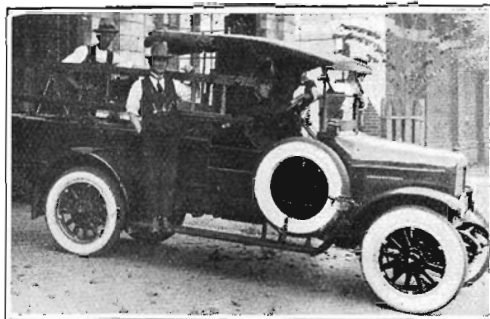
The most spectacular side of the garage's job is, of course, the breakdown work.

When a frantic appeal for assistance is received from a half-demented stationmaster during the peak traffic, the breakdown gang doesn't saunter down leisurely and argue good-naturedly which motor they should take out. Neither does the overhead inspector who happens to be on duty at the time, and who has to accompany the gang, thoughtfully consider whether his boots need brushing or his collar changing before he goes out.

On the contrary, Mr. G. S. Scott, the Overhead Superintendent, lets you know pretty plainly that he would be intensely annoyed if his men took longer than the customary 60 seconds to speed out of the garage in the direction of a breakdown, after receiving definite information and particulars.

The breakdown motor has on occasion travelled to the far side of Richmond station inside four minutes, and gone as far afield as Newmarket within 11 minutes.

Temporary repairs only are effected by the



breakdown gangs, the idea being to hasten the resumption of normal running and leave the permanent adjustments until the night time.

A vehicle which has more than earned a place in the garage during its three years of existence is a trailer truck which carries two tons of gear for rerailing electric or steam rolling stock that suffers a mishap in the electrified area.

Experience has shown that the steam cranes find it difficult to thread their way speedily through the frequent electric service to the scene of a derailment, and so the road motor trailer is often pressed into service.

## Well Abreast of the Times

In all its appliances, methods and equipment, the garage is well abreast of the times.

On the lower floor is the garage attendant who overhauls cars brought in for inspection, effects minor repairs, attends to oiling, changes tyres when necessary, and turns the bigger jobs over to the foreman mechanic, who, with an assistant and five mechanics, labors incessantly on the next floor.

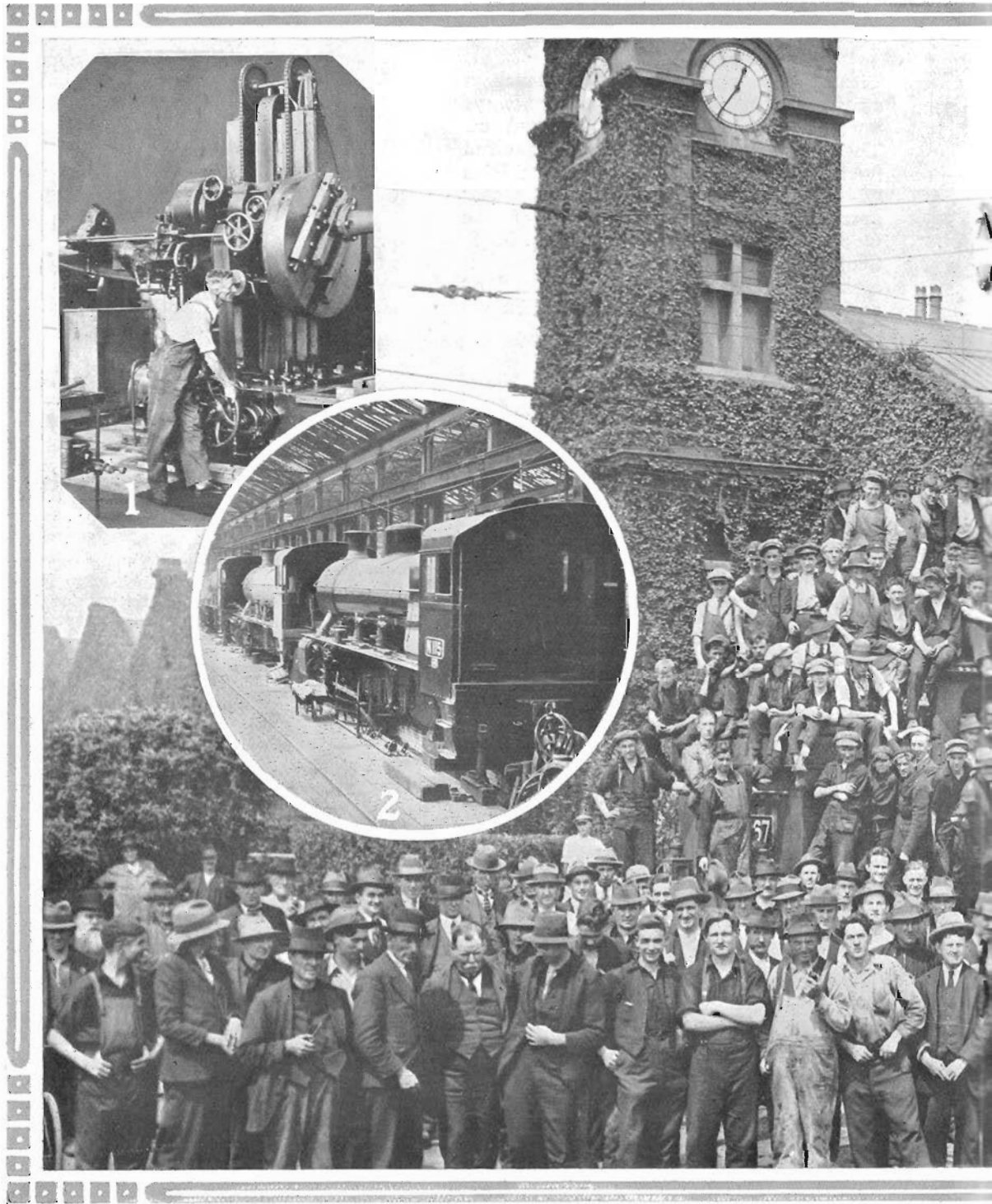
All painting and washing of vehicles is done at the garage, and the extension ladders for overhead work are also made and repaired on the premises.

There is an ingenious contrivance for turning cars to facilitate underneath inspection and repairs, and a splendidly arranged and well-equipped store is attached, containing everything necessary for overhead repairs and motor requirements.

The lubricating oil is kept in a special store and is carefully graded, the tanks being fitted with a patent device which automatically registers the amount of oil drawn out.

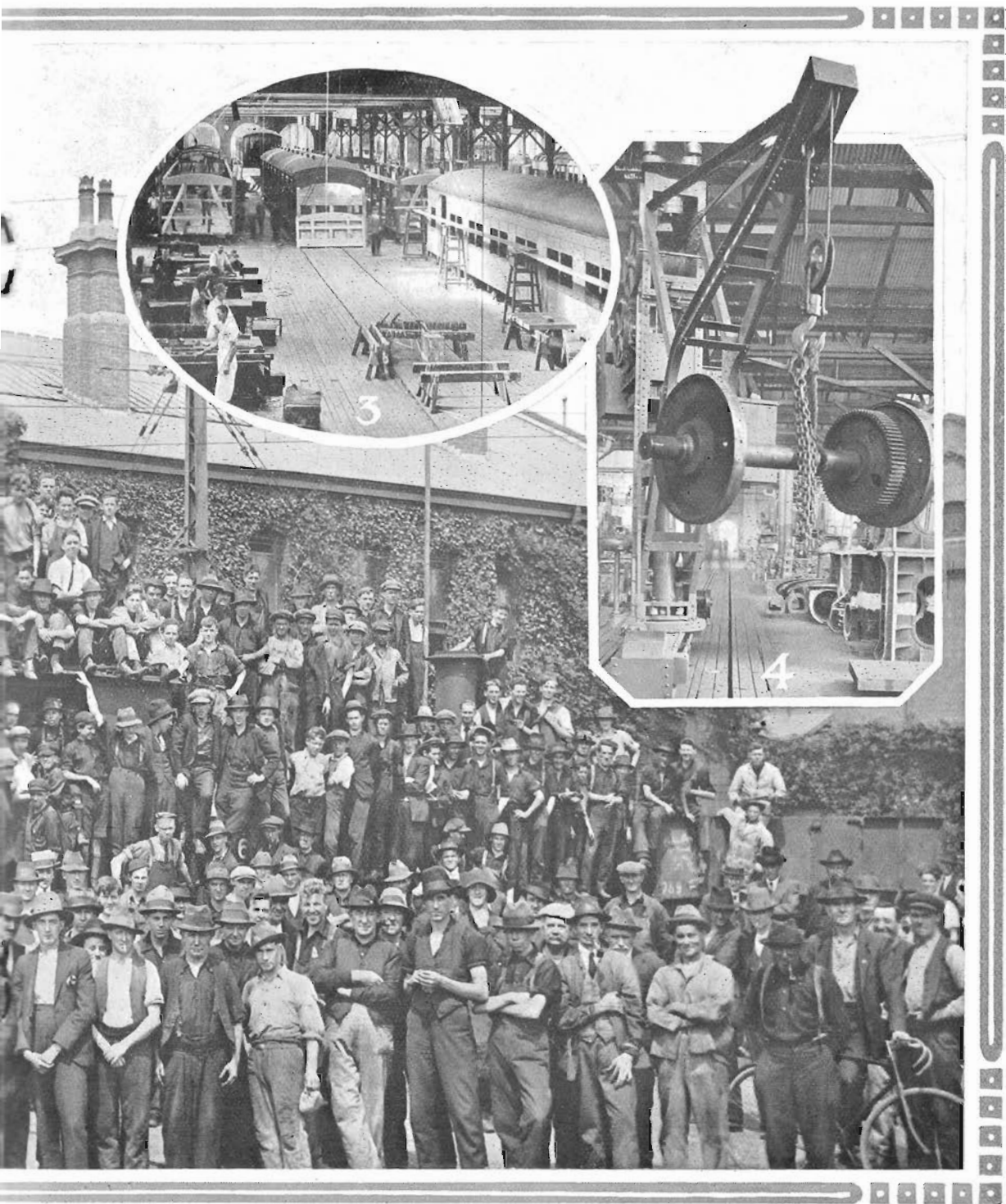
And, finally, the garage possesses what is confidently claimed to be the largest and most powerful electric lift in the Commonwealth. It is 25ft. 6in. long and 9ft. 6in. wide, and can lift a six-ton lorry.

# Men at Newport Workshops Who Make the Fire



(1) The Pearn Richards Horizontal Boring Machine. (2) Construction Bay in Erecting Shop—N in Turnery lifting driving wheels of electric motor.

# First-class Rolling Stock for the Victorian Railways



Class engines nearing completion. (3) A corner of car construction shop..(4) New Walking Crane Group of some of the thousands of workmen.



## Workshop Employes Hold Successful Picnic



*Finish of the Em-  
ployees Handicap at  
the annual picnic of  
the Newport and  
North Melbourne  
Workshops held at  
Queenscliff*

**N**EWPORT and North Melbourne employes held their fourth annual picnic at Queenscliff on Monday, March 8th. The two bay steamers, "Weeroona" and "Hygeia" were chartered to take the happy picnickers to the lovely picnic grounds at Queenscliff.

Each annual picnic has been a record in every way, particularly in attendance, and 500 more people attended this year than last, and more than 3500 were conveyed to Queenscliff on the bay steamers.

A feature of these picnics is the fine sports programme, which is carried out by capable officials, and which always attracts a large number of competitors, thus providing plenty of amusement and excitement for the large crowd which gathers at the running track.

The Ladies' Nail Driving Contest is always very popular, and, judging by the excellent performances put up by most of the competitors, it would seem that they have been having plenty of practice around the house for some time past.

The Newport Workshops Concert Band, under the baton of Mr. A. Belcher, provided most excellent and enjoyable music, both on the boats and at Queenscliff, and the younger members of picnic parties did not hesitate to indulge in dancing whenever a popular melody or dance number was played by the Band.

Once again we were favoured with the best of

weather, and the trip on the boats was specially enjoyable, in fact, a large majority of people have affirmed that this picnic was the best yet held, and that's saying a great deal, for every picnic has been excellent and enjoyed by all who attended.

The children were specially catered for, each child being given a bag of lollies and a toy when coming on board the boats, and further toys were given to the tiny tots who competed in races.

The sports resulted as follow :-

Workshops Handicap—Final, 100 Yds.—1st, G. Bice; 2nd, L. Webber; 3rd, F. C. Sutton. Married Men's Race.—Final, 75 Yds.—1st, C. Farrell; 2nd, F. C. Sutton; 3rd, T. J. Lawry. Youths' Handicap.—Under 21, 100 Yds.—1st, J. Williams; 2nd, D. Dean; 3rd, A. Moloney. Old Buffers' Race, 50 Yds.—1st, J. Traill; 2nd, G. Sharpe; 3rd, J. Hannan. Single Ladies' Race.—Final—1st, Miss White; 2nd, Miss Shinkell; 3rd, Miss Cooper. Married Ladies' Race.—1st, Mrs. McGregor; 2nd, Mrs. Hood; 3rd, Mrs. Flaharty. Ladies' Nail Driving.—1st, Mrs. Sillett; 2nd, Mrs. Smith. Boys' Race.—Under 12 Years—1st, W. Tyson; 2nd, H. Hicks; 3rd, B. McGlone. Girls' Race.—Under 12 Years—1st, F. Piggott; 2nd, E. Pedler; 3rd, S. Smerdon. Boys' Race.—Under 16 Years—1st, P. Langdon; 2nd, R. McPhee; 3rd, R. Freebody. Girls' Race.—Under 16 Years—1st, M. Smith; 2nd, J. Taylor; 3rd, C. Johnston.

## One Thousand Diners Wanted for Newport Rooms

*With the object of inducing more workmen to take advantage of the excellent three-course dinner which is served daily in the fine dining room at the Newport Workshops, representatives of the men are co-operating with the Superintendent of Refreshment Services (Mr. W. D. Bracher) in a big drive, which, it is hoped, will increase the patronage from 750 to 1000. Posters and dodgers are being distributed, and personal appeals will be made to the workmen to attend the dining rooms, which have been conducted solely for their benefit by the Commissioners for the last four years.*

**T**HE three-course dinner is hot, wholesome, well-cooked and attractively served. The charge is 9d. per meal, or 3/6 for five meals; but as this modest charge now fails to cover costs, on account of the dwindling attendance, it is feared that unless more men patronise the rooms it will have to be increased.

When the room was first established, the number of diners was 1100. It is now only

750, although many improvements have recently been made to the menu.

The committee of four, who are elected by the men to supervise arrangements, have enlisted the active support of a sub-committee, comprising representatives of every section of the workshops, and a determined effort will be made to swell the attendance to 1000.

The rooms can accommodate 1200, and there are 3500 men employed at Newport.

The official posters and dodgers which have been issued remind the man that it was never intended to make a profit from the rooms, and attention is directed to the fact that, in addition to the cheap meal, soup, sandwiches, soft drinks, confectionery, fruit and tobacco are obtainable at the counter at city prices.

— \* —

Commerce is the taking of things from where they are plentiful to where they are needed—this means transportation.

# Angus Mac Could Not Attend the Workshops Picnic, But He Here Visualises What Happened



# Way and Works Undertakings

## Ballarat District

**A** COMMENCEMENT has been made with the work of providing a septic tank at Maryborough. The portion completed to date represents about 25 per cent. of the total work. When the tank is completed the necessary connections will be made to the station conveniences.

The new platform and shelter shed erected at Boonoonar have been opened for traffic.

The Stationmaster's quarters at Tempy, which were recently destroyed by fire, has been replaced by a temporary structure until such time as the new building can be commenced.

A new goods shed has been erected at Carwarp. In order to meet the traffic requirements, an office is now being provided in the goods shed at Ouyen, and as a measure of relief in such a hot district, a double roof is now in course of erection over the station buildings at Redcliffs.

The work of draining the tracks at Ballarat Station has been completed, and the trouble previously caused by water lying between the platforms will be eliminated.

Alterations are being effected to the Stawell Station to provide for an improved entrance and exit. This is being pushed to completion so as to be available for the Easter traffic.

A rather important work has just been commenced at Bacchus Marsh, as it has been found necessary to provide more efficient drainage; this entails the provision of a bridge, storm water channels and a culvert.

A new concrete D.R. for the repairer at Natimuk has been completed, and the one for the S.M. at Sheep Hills is 50 per cent. completed.

The work of substituting fibre plaster for the existing galv. corr. iron linings at four Departmental residences at Tempy, and five at Ouyen has been commenced, and is now well in hand.

At Patchewollock the work of extending the goods platform, providing a 2-ton jib crane, and sanitary accommodation has been commenced.

The transfers of the Works Depot from Horsham to Dimboola, involving the provision of extra track work and buildings at the latter station, is shaping towards completion.

Track gangs have been particularly busy re-sleeping. The Ararat section, with the exception of Burrumbeet, Dobie and Grampians lengths, has been completed.

## Geelong District

**T**HE Department's good fortune previously mentioned in escaping damage by bush fires was somewhat reversed last month. The damage occasioned might be considered exceptionally light when compared with other localities, but it necessitated employes being called on duty on Sunday, 15/2/26.

This course was necessary to render safe for traffic a bridge on a P.C.R. Crossing near Condah. In this vicinity a few miles of sleepers and fencing were destroyed.

The Geelong station has for some considerable time presented an appearance begging improvement. It was, therefore, decided that the station should be tuckpointed. The work is now nearing completion, and favourable comment is voiced by the travelling public.

On March 5, 1926, a conference of Road and Works Foremen in this district was held at Geelong. Mr. Goudy (Engineer of Maintenance) was present, and delivered an eloquent and instructive address.

Mr. E. J. Hains (Works Master) has been transferred to Arden-street, North Melbourne, and Works Master Mr. T. Daly, of Bendigo, succeeds him.

## Bendigo District

**T**HE water supply at Korong Vale recently gave out, necessitating the installation of a special pumping plant to provide water for engines. About 60,000 gallons of water are hauled daily from Bendigo; on arrival at Korong Vale this is discharged into an underground tank, and thence pumped into the elevated storage tanks for use of locomotives.

Authorised renewals to the permanent way for the current financial year are well advanced, and now that the cleaning of tracks has been completed the staff is busily engaged on the former.

The work of adjusting creep on the main line has been completed.

The work of substituting rail slab deck bridges for existing timber culverts at various mileages on the Echuca-Deniliquin line is being proceeded with.

Good progress is being made with the erection of new stockyards at Clarkefield and Elphinstone, and a commencement is being made with the reconstruction of footbridge at Sunbury. The erection of new carriers' offices at Bendigo is well in hand.

## Increasing Our News Sphere

**T**O give the "Victorian Railways Magazine" a wider sphere of interest and to enable direct communication concerning contributions, it has been decided to appoint representatives in the principal districts and workshops of the Victorian Railways system.

These representatives will be pleased to receive contributions from railwaymen or others for inclusion in the "Magazine." They will be in touch with local happenings and will keep the "Magazine" fully informed concerning doings in their respective areas.

The following have agreed to act as area correspondents:—

Newport Workshops—Messrs. J. P. Ginnane and M. Watkinson.

Arden Street Workshops—Mr. V. Jenkins.

Stores Branch, Spotswood—Mr. W. Frawley.

Maryborough—Mr. L. J. Phelan.

Newport Power House—Mr. Vigus.

Bendigo Workshops—Mr. C. Poliness.

Other correspondents are wanted for other areas.

## Printing & Stationery Division Picnic

**T**HE Eleventh Annual Picnic of the Printing and Stationery Division of the Stores Branch was held at Mordialloc on February 20th last.

About 80 persons (including children) journeyed by train to this favourite seaside resort, the outing on the whole being one of the most enjoyable yet held, the several parties joining together in making the picnic a real family gathering.

Almost all the picnicers stayed till after the sun had set, and experienced the benefit of the cool breeze, arriving home feeling refreshed and heartened with their happy outing.

The principal events held during the day resulted as follows:—

**Married Ladies' Race**, 50 yards.—A dead heat between Mesdames Houston and Copplestone, the first-named securing the verdict in the run-off.

**Single Ladies' Race**, 65 yards.—Miss W. McDonald.

**Youths' Race**, 100 yards.—E. Farnell and I. McKenzie ran a dead heat and divided the prize.

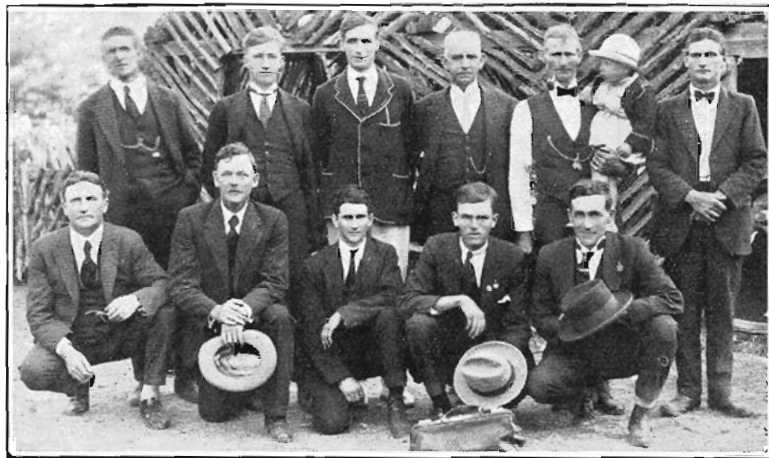
**Printing and Stationery Handicap**, 85 yards.—This resulted in a dead heat for first place between C. Seviar (5 yards) and J. Garland (3 yards behind scratch), with R. Ward third. In the run-off Seviar won comfortably from Garland.

**Bowling at Wicket**.—Out of 25 contestants, C. Seviar was the only one to hit the stump and obtained the prize. (See pictures on page 42)



Railwaymen in the Hamilton district, with their wives and friends, had an enjoyable outing at the Wannan Falls recently. The complete party is here seen assembled in front of the drags which took them from Hamilton to the Falls.

Hamilton Railwaymen's Picnic Committee. — Standing (left to right): Lance Petlove, M. Ferguson, J. Slater, M.L.A., Guard Best, W. Chamberlain and A. Spokes. Sitting (left to right): Messrs. Wilson, S. Headley, G. Stratton, G. Franklin and J. Flannigan.



Miss Kitty Beatty, of the Railway refreshment room services, Bendigo, snapped at Barton, on the Trans-Australian railway, standing with several Australian aborigines.



Some of the crew of the Trans-Australian train photographed with Miss Beatty and Miss Searle, while the latter were travelling on holiday to West Australia. These young ladies have nothing but praise for the staff on the Trans-trains.

If you incubate an idea, let's have it. When you run across something informative or educational, an item of news in your territory that would interest or perhaps amuse railwaymen and women elsewhere, send it in.

Should you note a feature about your job or some development in your community worth while for others to know, let us hear from you.

Striking photographs, typical of railway operation or of the scenery through which the line runs, are particularly welcome.

## Answers to Correspondents

**M.A.C.**—He would take it the S.M., who, provided he was satisfied with the bona-fides of the holder, would make a non-issue of the ticket, and arrange a local refund. **B. Webb.**—Thanks for two; next issue. **Ivan. C.M.**—Information will be supplied. **J.E.F., W.A.**—Received, reply later. **J. Hammill.**—Yours, in our next. **A Subscriber.**—Very nice; thanks; will publish. **R. F. Evans.**—Very good, but we don't want to further stress subject. **Nieces and Nephews.**—A number of your letters reached the "Magazine" late for current number; see May issue. **A.L.S.**—Your appreciative remarks re the "Magazine" are highly valued. **J.L.**—We would rather a sketch in prose, poetry somewhat unequal. **L.**—Thank you; see another page this issue. **Enquirer.**—Pericles lived in the palmy days of Pagan Greece. See Grote's History.

The Editor's Corner

## Points Discussed by Our Contributors

## Appreciation of Service

DEAR Sir,—I am moved to write this letter in appreciation of the efforts of the railways on my behalf during the last 23 years. I have had no complaints to make nor have I had a serious dispute with a railway employe during that time.

I have had parcels of boots and shoes landed safely in Hamilton from the other side of Melbourne that were not wrapped up well enough to send to the next street. I look upon this as a piece of expert handling by the railways.

I often do business with the parcels office. Your clerks there must be very evenly balanced in temper to stand some of the events of their daily routine, yet I have found them courteous and obliging and have often been helped out of a difficulty by them.

I and mine have had many a courtesy and commonsense help from the railwayman while travelling.

Your inspectors are wide awake in looking after the interests of the railways and public. It is a pleasure to meet them to talk over railway business.

I conclude by wishing the Victorian Railways every success.—T. E. BUTLER, Boot Emporium, Butler's Buildings, Brown Street, Hamilton.



## Getting the Business

Dear Sir,—Although I am not a railwayman I am greatly appreciating your excellent magazine, and consider I am getting splendid value for my small subscription.

I was much interested in Mr. W. L. Middleton's article in the March issue, and his methods, if put into operation throughout a huge service like that of the Railways, would do much to break down the general idea that the Railway people are not interested in anything but Railways.

After all, the service that the Railways give is purely a business proposition—it is a saleable product, and it all depends on the salesman whether it is sold. It is no different to any other business, and if every railway employe were imbued with the spirit of salesmanship and felt that every particle of effort he put into his job was simply helping "to sell the proposition," then what a wonderful business railways would be!

Organisation and co-operation is the whole secret of success in selling. Every man who realises this is building up for himself a better job and a bigger future.

To the majority of stationmasters throughout Australia the public owe a tremendous debt. Why, in the suburb where I live we thought so much of our stationmaster that, when he was transferred to a station that brought him more salary, the residents offered to make up the difference in salary if they could keep him, but, of course, that could not be done, as it affected his seniority. That, however, is indicative of how the public appreciate "Service."

Again congratulating you.

I am, yours faithfully,

C. A. LE MAISTRE WALKER.

Sydney, March 9.

## Efficient Stock Train Handling

DEAR Sir,—I wonder if you would consider this of sufficient importance to merit a few lines in your valuable Magazine; if so, I would like you to insert it in justice to the driver of the train.

While my wife and I were seated on the Essendon Station on the evening of February 23, at about 7.45 p.m., waiting for the "down" Broadmeadows, we saw a live stock train depart on the Melbourne "up," shortly after the 7.41 p.m. Sandringham.

We both agreed that we had never seen a goods train of any kind started so smoothly. It just seemed to glide away, quite without any semblance of big guns fired at half a second intervals, so frequently associated with the departure of a goods train.

Whoever the driver was, he was certainly an artist at starting a goods train, and showed commendable consideration for his live freight, as well as concern worthy of note for the property under his care.

By his action he proved himself a credit to his branch in particular, and the Railways Department generally.

As one who finds time to take pains, I could not help admiring the skill of this driver. Of course, I could quite agree that every engine might not allow of such good work as this was, but this case was very far removed from comparison with any other I have previously witnessed.

If any excuse were needed for my presuming to be qualified to judge, it would be the training and experience of about 26 years of tramway work, many of which have been spent as a motorman, in addition to about 16 years under the best tramway manager Australia ever had, the late Mr. F. B. Clapp.

—Motorman 2834, Essendon Tram Depot.



## Automatic Signalling

"Puzzled," writing from Canterbury, says:—

"It has always puzzled me why the automatic signals stop at Canterbury on the Box Hill line, although the traffic is not one unit less past there. The signals seem to stop about six or seven miles out on every line, although why that radius should be selected I do not know. Can you enlighten me?"

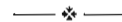
Possibly this question has occurred to other travellers. Here is the answer.

The Commissioners intend gradually extending automatic signalling to all busy suburban lines, and the only reason the signals terminate at such stations as Canterbury is lack of funds.

A certain amount is included in each Loan Bill for this purpose, but depends, of course, on the state of the finances.

In this connection it might be mentioned that the Sandringham line is now being entirely equipped with automatic signals, and installations on the Williamstown line are to be completed as far as Footscray junction.

At the time the automatic signalling stopped at Canterbury that station and Camberwell were semi-terminals.



## Railwaymen in Public Life

DEAR Sir,—I notice in your very interesting article on Maryborough last month that Senior Driver George Fuller is described as the first railwayman to be elected to the local hospital committee.

Away back in the late eighties Mr. Andrew McKay, then a repairer at Maryborough, was on the hospital committee, and in 1887 or 1888 was its president.

In later years Mr McKay will be remembered as the first librarian of the Railways Institute.—Yours, etc.,

O. PAVICH, Signaller, Footscray.

# Train Running from a Rolling Stock Point of View

This paper was prepared by Mr. D. McL. Stewart, Enginemen's Instructor, and read at a recent meeting of the Western District Fuel Conservation Committee. His object was to obtain greater co-operation between those concerned with the running of trains. He does not claim that his paper covers everything, but he hopes good will result from his expression of views.

I AM going to make a statement that some may take exception to, but, nevertheless, I am convinced that it is true. It is that there are no persons connected with the running of trains who value time as highly as the engine crew.

If the engine is going well they are on the alert and watching for a signal from the guard, anxious to get going. On the other hand, if the engine is not going too well, they are working at high pressure to be ready to go when the signal is given.

The first person we are anxious to have on our side is the guard, and we want him to make a point of giving the driver valuable information—the accurate number of vehicles, and where the tonnage comes into it, the exact tonnage.

It is essential that the driver should know this, not only that he may know how to work his engine, but that he will know how far to pull up at Stations.

Of course, you will say that it is his duty to give these particulars, and that he should be reported for not giving them. This is all very well, but we know that it is not always done. We have known of a guard to come to the engine, get the driver's and the fireman's names, and walk away without saying a word about the load.

## Make the Best Use of Time at Stations

So we are taking this method of asking his co-operation in this matter, and, further, to make the very best use of the time at stations, and when the work is completed make sure he is giving a signal in such a way that it will be clearly seen by engine crew.

We know the great importance attached to the train examiner in the successful running of trains, but after he has satisfied himself that the train is alright, we would like him to make a special point of telling the officer-in-charge, or his representative, that the train is O.K. We have known occasions when the S.M. has to make special enquiries as to whether that train has been examined or not. This should not be, so train examiners please note.

The signalman plays a very important part in the successful running of trains. How often when approaching stations do we find the distant at danger, and the home and starter off.

Again, how often are drivers called upon to whistle even for the home when there is

no reason why it should not be pulled off.

These things are not only irritating to the train crew, but they are a distinct loss, especially where engine has to steam after being checked.

We appeal to signalmen to join up with us and pull the distant off every time if the road is clear right through, especially where there is not a clear view of the home.

The conductor can assist greatly, too, by keeping in touch with passengers, and knowing the stations at which they are to alight; by working them back if they are travelling in the front portion, thus avoiding the necessity of setting back, and by calling out the name of the station at which the train has stopped. Cases have been known where train has been set back even when there has been communication through the train.

The station staff play an important part, too, in train running. All parcels and luggage should be placed on a trolley, and taken to the end of platform at which the van will stop, with an employe in attendance to deposit them in the van as expeditiously as possible.

## Be Ready to Change the Staff

The person who exchanges the staff should be in readiness for this duty in plenty of time, and not rush out at the last minute. Ninety per cent. of the staffs dropped are due to this mistake.

The name of the station should be called out clearly and distinctly, so that passengers wishing to alight can hear; they will then get out promptly and thus save time.

The station staff can do a lot towards the comfort of the travelling public. For instance, if a passenger was burdened with a lot of luggage, a porter should approach and enquire if the person desires assistance, and be ready and willing to give it. Never forget that we are servants of the travelling public. It should be our business to show them that we are good servants, and thus popularise railway travelling.

In conclusion, each and every unit in the business of running trains has his little bit to do, and if it is not done the service suffers more or less, and nobody can make up for his mistake or neglect. Further, there should be no sharp differentiation between Transportation and Rolling Stock Branches, but a combined organisation, having for its object, "Trains on time every time."

# Printing Division Has An Enjoyable Picnic



(1) Out for a Pleasant Time—Mr. M. F. Gray, Printing Officer, looks merry in his white coat. (2) A Smile is Infectious. (3) King Wyatt controlled the big output of ice cream. (4) Aren't we just looking happy? (5) Adults, too, liked the ice cream. (6) Parents and children enjoyed themselves. (See article on page 38)

# Fuel Conservation Topics Explained by an Expert

*By J. D. Clark, Fuel Supervisor, Chesapeake and Ohio Railway Company.*

**C**OMBUSTION is a chemical union of oxygen with any combustible matter at a given temperature, producing both heat and light. A fireman must know only the simple laws of combustion to obtain the best results, and knowing these enables him to make his work easier and save fuel.

Three things, fuel, oxygen and heat, are necessary to bring about burning or combustion.

You can use any combustible, but we will use coal, as this is the fuel we use on locomotives. Coal is a compound; no compound will chemically unite with oxygen and produce combustion.

Coal is made up of various elements, and in order that oxygen may combine with these elements and produce heat, we have to separate the coal into its various elements, and we do this by applying heat to the coal.

The composition of the average coal we use is:—Moisture, volatile matter, fixed carbon and ash. The heat producing elements are:—Volatile matter or gases and fixed carbon.

Oxygen, the vital constituent in combustion, is obtained from the air, air being a mixture containing one-fifth oxygen and four-fifths nitrogen. Nitrogen is an inert gas, and really hinders combustion, as it absorbs heat from the fire, and produces none in return, but we have to take the nitrogen into the

fire-box to get the oxygen in. There is no limit to our supply of oxygen; it is free. Therefore, do not starve the fire of this vital constituent.

However, extreme care should be used in regard to supply of air to fire. It must not be supposed that more air admitted the better combustion, for all air in excess of the amount needed for good combustion, absorbs heat from the fire and lowers the firebox temperature. However, if the fire is not supplied with sufficient air, then imperfect combustion will result.

Each combustible element of coal has a given temperature at which it will combine with oxygen and produce good combustion. This temperature varies with different elements; therefore, it is important that a constant, uniform and sufficient high temperature be maintained to produce good combustion.

The heat producing elements in coal, which can be so easily wasted by improper methods of firing, are the hydro-carbon gases, and these gases contain about 50 per cent. of the total heat value of high volatile coal, which is used almost exclusively for fuel, and as gas is much lighter than coal, a fireman will reduce his labour considerably by burning the gases properly.

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## Greater Need for Fuel Conservation

The following joint memo. from the Chief Mechanical Engineer and the General Superintendent has been sent to all districts:—

**A**TENTION is drawn to the fact that, as from the 7th September last, the cost of all New South Wales coal was increased to the Department by 6d. per ton.

Following on subsequent increases in wages of coal miners, we have been advised of a further advance of 1/6 per ton on all large coal from that source, operating from 30th November, 1925.

This involves a proportionate increase in the cost of State Mine coal, and the estimated additional expenditure for both New South Wales and Victorian coal over a period of 12 months is £50,000, equivalent to, say, £1000 per week, or about £140 per day.

It is the Chairman's express desire that endeavors more active than ever be made to eliminate causes of waste of coal, and every opportunity should be taken to discover and exploit avenues which give promise of resulting in reduced coal consumption.

The Commissioners would appreciate the earnest attention to this problem of the Fuel Conservation Committees throughout the State, which have already done excellent work in

## Carton for Hungry Passengers

**F**OR the reasonable sum of one shilling, the hunger that usually assails long distance train travellers can now be temporarily relieved without any scuffling at crowded counters, and with an absolute minimum of inconvenience for the passenger on the Victorian Railways.

Wherever there is a demand for them (and there now is at practically every refreshment station) neatly packed and attractively arranged cartons containing 1½ sandwiches, fruit cake or two buttered scones, and two pieces of fruit are available.

The hungry and tired traveller can obtain his little hamper without leaving the train at most stations, and can then lunch at leisure while the journey is in progress.

Although the cartons naturally sell most briskly during holiday traffic, there has been a consistent demand for them ever since they were introduced.

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pointing the way to fuel economies.

The matter is forwarded for your information and attention in order that it may be given prominence among all concerned in your district, and so that any special steps which you consider helpful may be taken with a view to maintaining progress. The matter should be treated as special.



# District Transportation Activities

## Bendigo District

**N**OTWITHSTANDING the fact that there has been no rain in the district for the last six months, the fruit crop has generally been satisfactory, and where there has been a lack in quantity it has been made up in quality. This has been specially noted with the grape crop.

The sample of dried fruit to be placed on the market this season from northern packing sheds will surpass in quality and appearance that of past seasons, and if the sellers want a distinctive label for their sultana output, "Golden Glory" would be a suitable one.

There was a very heavy goods and live stock traffic on the Balranald line prior to the official opening, and from the greatly increased settlement recently noticed, this line is likely to become one of the busiest in the north.

The line from Kooloonong to Yungera was opened early in the month.

In the soldier settlement area there is every prospect of improved yields this year, as the settlers have increased the acreage under fallow. Last season the average acreage of fallow per settler was 25, and for this year it is 120.

## Gippsland District

**E**VEN the oldest of Gippsland settlers cannot recall the time when Gippsland presented such a sorry outlook. The lack of rain, the bush fires, and the intense heat have reduced the district from an evergreen, fresh condition to one of dried and almost blackened ruin. The disheartened bearing of the settlers speaks plainly of hardship and privation.

The loss to the Railway Department is serious, but still more serious is the plight of those whose

## Geelong District

**T**HE following figures are supplied in connection with wheat traffic for current year, as compared with the traffic dealt with for previous season:—

	Boats		Shipped.	Total Bags.
	Loaded	In Wheat. Stacks.		
Up to 9/3/26	9	495,628	416,852	912,480
Up to 9/3/25	15	\$68,449	1,473,349	2,341,798

It will be noted that for season 1924-25 approximately 1,000,000 more bags were shipped as compared with current year, yet only six additional boats were handled, and this is accountable to the fact that last year bigger cargoes were lifted per boat handled.

For February, 1926, four coal boats were dealt with at the Railway Pier, when 17,331 tons were discharged, consisting of 6905 tons on account of the Department, and 10,426 tons for private consignees.

The s.s. "Canadian Traveller" has just completed discharging 570 tons of motor parts for the Ford Works at North Shore.

As a result of the dry season, a considerable reduction in the maize and turkscap crops at Drysdale has taken place, while the heavy winds experienced have resulted in the fruit crop being reduced by approximately two-thirds. It is estimated that the crop of potatoes in the district was worth about £15,000, all of which was trucked away to the Melbourne markets. The onion crop is now being carted and despatched from the local station, and it is reported that there has been a good harvest of this product.

living depends on the water supply and rainfall.

The stock in many parts of the district are being hand fed, and the output is consequently affected.

Timber traffic has shown a vast falling off owing to Noojee being practically wiped out by bush fires. It will take many years to recover.

## Ballarat Workshop Men Prepare Novel Exhibit

**W**ITH the object of bringing before the public the large railway industry at Ballarat North, it was decided, at the request of the manager (Mr. D. McGregor), to arrange an exhibit in the form of a decorated boat for the annual Ballarat Regatta.

Messrs. C. Kisler, H. Meikle, A. McKay, J. Bodinmar, F. Wilson and S. Kitchen volunteered to fit up a boat, and their choice was a "C" class model engine.

The work was completed during lunch hour, and after the closing of the shops. After three weeks' hard work, during which every assistance was rendered by the manager, a splendid model was completed. This was fitted to an 18ft. motor boat on the day before the regatta.

The model was built completely of timber and

canvas, the latter being painted black and covered with all the up-to-date posters issued by the Department.

The exhibit was greatly admired by the large assemblage at the lake on Regatta Day, and was awarded a very honorable mention by the adjudicators, who proclaimed the model to be in a class of its own. As there was no other boat representing industry, our exhibit could not be judged.

The exhibit was on view at the lake on the Sunday following the regatta, and was a great draw to the local citizens and visitors who had never before seen a "C" class locomotive on the water.

Many congratulatory messages were received both by the manager and the employees responsible for the building of the model.



*A Floating Locomotive. This is the exhibit prepared by the men at the Ballarat North Workshops for the annual regatta on Lake Wendouree. This model locomotive looked strange floating round the lake, but it made an effective display.*

## Successful Institute Students for Special Prizes

By close application to study, the following railwaymen succeeded in gaining the prizes offered by the Victorian Railways Institute at the annual examinations last year. Their success has enhanced their prospects of promotion and should act as an incentive to other aspiring young railwaymen to join up with the Institute educational classes this year.

**T**HE "Harold W. Clapp" Prize was shared between App. D. A. Gibson, of Spencer-street, in the "A" Section; Clerk W. F. Thomas, of Bendigo, in the "B" Section; and App. A. R. Goodman, of Newport, in the "C" Section.

The "J. C. M. Rolland" Prize has not yet been allotted.

The other successful students are mentioned below:—

**Algebra** (Grade 1).—App. D. R. McDonald, Newport, 1; App. V. Zarcmba, Sig. Shops, 2. **Algebra** (Grade 2).—App. J. McKimmie, Sig. Shops, 1; App. N. C. Bolger, 2. **Applied Mechanics**.—App. G. H. Dance, Newport, 1; App. D. R. McDonald, Newport, 2. **Bookkeeping** (Grade 1).—A. C. Clarke, Jnr. Clerk, Spotswood, 1; R. Place, Jnr. Clerk, Spencer-street, 2; C. R. Coleman, Jnr. Clerk, Arden-street, Special Prize. **Bookkeeping** (Grade 2).—G. T. Grant, Clerk, Spencer-street, 1. **Building Construction** (Grade 1).—App. R. J. Hurtle, Newport, 1; App. W. H. White, Arden-street, 2. **Building Construction** (Grade 2).—Fitter M. R. Cards, Jolimont, 1. **Electricity and Magnetism** (Grade 1).—App. G. Brown, Newport, 1; App. E. Manson, Newport, 2. **Electricity and Magnetism** (Grade 2).—App. P. J. Dance, Newport, 1; App. N. R. Elliston, Newport, 2. **Engine Working** (Junior).—App. A. R. Goodman, Newport, 1; App. J. W. Kellam, Newport, 2. **Engine Working** (Senior).

—Fireman R. E. James, Ararat, 1; App. A. T. Middleton, Newport, 2. **English Course** (Grade 1).—Checker G. C. Lynch, Melbourne Goods, 1; C. W. Trevethan, Clerk, Bendigo, 2. **English Course** (Grade 2).—Lad Labourer J. Whitefield, Newport, 1; J. Penman, Clerk, Audit, 2. **Mechanical Drawing** (Grade 1, Junior).—App. D. A. Gibson, Spencer-street, 1; App. K. Matthews, Newport, 2. **Mechanical Drawing** (Grade 2, Senior).—G. J. Seabrook, Clerk, Advertising, 1; App. N. R. Elliston, Newport, 2. **Shorthand** (Elementary Theory).—L. A. Williams, Clerk, Geelong, 1; N. G. Wishart, Clerk, Trans., 2. **Shorthand** (Advanced Theory).—Miss M. Cameron, Waitress, Refresh., 1; C. M. Rolfe, Clerk, Trans., 2. **Short** (Speed).—A. A. Burns, Clerk, W. & W., 1 (160 words a minute); R. J. Place, Clerk, R.S., 2 (150 words). **Safeworking**.—Porter N. M. Tobias, Barker, 1; Shunter A. J. Miller, Melbourne Yard, 2; Signal Porter E. D. Bowkett, Newport, and Shunter H. Lucas, Melbourne Yard, Special Prizes. **Station Accounts and Management**.—G. E. Crocker, Goods Clerk, Wonthaggi, 1; W. F. Thomas, Clerk, Bendigo, 2. **Typewriting**.—F. I. Habgood, Clerk, T.R. Room, 1 (50 words per minute). **Westinghouse Brake** (Junior).—App. A. R. Goodman, 1; Cleaner E. Cody, Wonthaggi, 2. **Westinghouse Brake** (Senior).—Fireman R. E. James, Ararat, 1; Fireman T. McQueen, Colac, 2.



Here are some of the young girl dancers, members of the class in dancing at the V.R. Institute, under the tuition of Miss Dorothy Gladstone. They thoroughly enjoy their dancing lessons.

## Two Hundred New Institute Members

During the month of February, 200 new members were enrolled by the Institute.

Mr. C. H. Holmes will succeed Mr. A. E. Hyland as one of the Commissioners' representatives on the Council of the Victorian Railways Institute.

It will not be Mr. Holmes's first association with the Institute by any means, as he was one of the first instructors of the shorthand and typewriting classes, relinquishing his position at the outbreak of war to go abroad on active service.

The Ballarat Country Centre Area rooms should be completed about the middle of April, and the Ararat rooms towards end of the month.

The Commissioners are making provision for furnishing the rooms, and contracts have been let. Ballarat will be furnished on the same scale as Bendigo, and Ararat's accommodation will be similar to Benalla.

The Orchestral Society, under the baton of Mr. Belcher, is rehearsing assiduously and with great promise. It will shortly make its first public appearance in the Concert Hall.

The Maryborough Carnival, which was conducted by the Institute in 1923 and 1924, will not be held this year, the Council considering the financial aspect of the matter rather doubtful.

Provided fare concessions can be obtained, however, and the active support of the local authorities enlisted, the Council contemplates holding a musical

and sporting carnival at Daylesford on or about November 20.

The Musical Society, under Mr. Louis Lavater, will conduct its first concert at the Institute on Saturday, April 24.

Considerable interest has been taken in the Art Class (landscape painting, oil and water color, commercial art and design) which commenced at the Institute on Saturday, February 6, and already 20 students have enrolled.

The class is conducted by Mr. J. Phillips Samuel, A.R.C.A. (London), and is open to all members of the Institute and their dependents. Registration fee is one shilling.

Members of the Institute and other employees interested in the formation of a Wireless Club should communicate with the General Secretary of the Institute. Before the Council gives any further consideration to this matter, it is necessary to know the support that will be given by the employees towards the project.

A vacancy exists for the position of Engine Working and Westinghouse Brake Instructor at Seymour.

Subject to their passing the usual Departmental examination, Messrs. W. J. McClelland and G. P. Burgess have been appointed instructors in Engine Working and Westinghouse Brake work at Colac, and Safe Working at Stawell, respectively.

*Institute Progress***Mr. Hyland Offers Prize for Institute Students**

**M**R. A. E. HYLAND, formerly Victorian Railways Publicity Officer and Chairman of the Betterment Board, who has been loaned by the Department to the Commonwealth Government for three years to push the Australian Products Campaign in Great Britain, has written to the General Secretary of the Institute as follows:—

"Will you kindly submit to the Council my resignation from it and the various committees with which I have been associated. I am resigning with much regret, because in the Institute and all its activities I have always taken a keen interest.

"To mark my interest in the Institute and all that it stands for, to assist in some small measure towards the grand work upon which it is engaged, and to keep my memory green among those whose friendship I have always so highly valued, I would like to offer a prize to be competed for annually in whatever way the Council may decide.

"If the Council has no objection, I would like to offer a prize of £5/5/- annually, to be awarded as a prize, subject to the proviso that the winner of the prize shall always be at liberty to accept either a cheque for £5/5/-, or alternatively value to that amount in any other form.

"I shall see you and the Council before I leave, and I would like to place on record my deep appreciation of the generous friendship which at all times has been shown me individually and collectively by every gentleman composing the Council and the staff of the Institute, and I would like to express my gratitude for the unstinted help which everywhere at all times has so freely given me.

"Wherever I am, the affairs of the Institute will always be a matter of intimate concern to me."

— \* —

**Maryborough Centre is Active**

**K**EEN enthusiasm was shown by our new committee at the activities of this centre, particularly in regard to the establishment of tennis courts, which, thanks to the co-operation of members, are already under way.

Very satisfactory results were shown from the fortnightly social and dance.

On 18th January last an open-air concert and dance in aid of the local hospital x-ray appeal fund was provided, assisted by the General Secretary, Mr. Galbraith, who was instrumental in obtaining the valuable services of Miss Florrie Gordon, Messrs. Davey, Roberts and Brown.—C.J.S.

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**Institute Staff Help Bush Fires Relief Fund**

As a result of the recent dance conducted by the staff of the Victorian Railways Institute, the sum of £25 has been raised for the Bush Fires Relief Fund.

The Hon. Secretary, Miss A. Payne, gratefully acknowledges the kindness of the Railway Refreshment Services, Messrs. Rowlands and Sargent's, for generously donating all the refreshment requirements.

**Mr. Clapp Attends Stawell Social**

**W**HEN Mr. H. W. Clapp, Chairman of Commissioners, and some of his officers were on tour recently in the Ballarat District, they were invited by the Ladies' Committee to the Stawell Country Centre Area to attend a social function in the local Institute rooms.

Mr. Clapp gladly accepted the invitation, as also did Mr. Jackson, District Superintendent of Loco. Running, and Mr. T. H. Maddern, District Superintendent, and an entertaining programme was provided by Mrs. Bonington. Several artists who contributed items were not members of the Service, and their willingness to co-operate is an indication of the good feeling which exists between the railway staff and the public at Stawell. Mr. W. Martin Hayes, engine driver and manager of the Dramatic Society, came off the footplate on the arrival of his train at Stawell in time to assist at the entertainment.

In thanking the people for the enjoyable evening, the first of its kind which he had attended, Mr. Clapp emphasised the value of the educational work carried on by the Institute and the Department to assist the young railwayman to promotion.

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**Geelong Centre Activities**

At its last meeting, the Committee of the Geelong country centre area elected the following officials and committee for the ensuing year:—President, Mr. W. Pratt; Vice-Presidents, Messrs. H. Lawry and R. Ellis; General Committee, Messrs. A. Chisholm, A. Searle, D. Walton, R. J. Stuart, W. Smith, P. Richardson, D. Galletly, H. Russell, W. E. Long, C. Phillips and P. J. Horan; Council's Representatives, Messrs. L. Mudge, E. Rich, W. Kirby, T. Carroll, R. Buckley, R. Rantall, C. Flynn, E. J. Hyatt; Honorary Officers, Messrs. J. Fowler, Lysacht, A. K. Bartel, Fletcher and A. Parker; Honorary Secretary, Mr. H. N. Best.

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**Benalla Centre's Officers**

Benalla Country Centre Area has nominated its office-bearers for the current year.

The Chairman will be Mr. A. J. Buttler, and the Vice-chairmen Messrs. A. E. Lyons, H. E. Anderson and A. Pevitt.

Four sub-committees were formed—Finance, with four members; Educational, with five; House and Grounds, with five; and Sports and Social, with eight.

The Retiring Secretary, Mr. Norton, was nominated for the position of Council's nominee on the Committee, vice Mr. C. Pevitt, who succeeds him.

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**V.R. Institute Class Fees**

The Council have revised the fees due for tuition in bookkeeping and accountancy work.

The new scale of charges is as follows:—  
Bookkeeping—£1/1/- for six months' course.  
Intermediate Accountancy—£2/2/- for six months' course.

Final Accountancy—£2/2/- for six months' course.



# Personal.



**Mr. J. A. Kirk**, Stationmaster at Boolarra, has been promoted, and transferred to Welshpool. On the eve of his departure Mr. Kirk was presented with a smoker's outfit. A present was also given to Mrs. Kirk. During his stay at Boolarra Mr. Kirk gained the confidence and goodwill of all the railway customers by his courteous attention and obliging manner. His offices and station generally have been models of cleanliness and good order.

**Mr. J. T. Mattingley**, Relieving Locomotive Inspector, Queensland Railways, was a welcome visitor to the Victorian Railways Institute last month.

Mr. Mattingley expressed pleasure at the extensive provision which the Railway Commissioners had made for the educational as well as for the social side of the railwayman's life.

**Mr. Keith McGregor**, Telegraphist, Control Room, Dandenong, recently gained a "diploma" in an electrical engineering course.

*Regular travellers on the main Gippsland line all know Conductor Thompson, who has been in his present position for 14 years.*

*His daily trip is from Sale to Waragul and back again, about 140 miles. He is always pleasant and obliging, and passengers consider it a pleasure to travel on his train.*

*The "Traralgon Journal" was so impressed with his work and record that it devoted a special paragraph at the top of a column to him. This paper estimates that Conductor Thompson's yearly mileage is about 40,000 miles, and that he has covered more than half a million miles in his 14 years' service.*

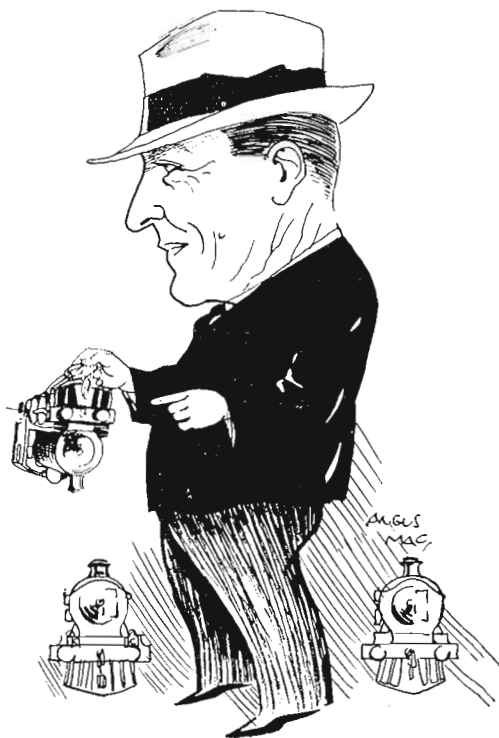
*Mr. Thompson is a keen horticulturist, being president of the Sale Horticultural Society. He is also an active poultry-keeper, and finds that his two hobbies keep him fully occupied in his spare time.*

About 200 people assembled in the Mechanics' Hall, Noble Park, on March 5th to bid au revoir to **Mr. Harold Ross**, stationmaster at Noble Park for nearly four years, who had received notice of transfer to Sheep Hills.

Mr. Gregory, schoolmaster, occupied the chair, and on behalf of the residents presented Mr. Ross with a travelling rug, case of brushes, bedroom clock and shaving mirror and brush.

Several speakers testified to Mr. Ross's many good qualities, especially his courteous and genial manner, and his untiring efforts to please all patrons of the railways.

Miss Ada Lockwood, Assistant Instructress of Dancing at the Victorian Railways Institute, has won the Highland and National Dancing Championship of the Southern Hemisphere recently decided at Harden, New South Wales. The prize (a silver cup) is valued at £25.



Our artist, when he visited Maryborough last month, caught Mr. S. Spinks, Enginemen's Instructor for the District, in a characteristic pose.

## Last Mile Post

It is with great regret that we record the death of **Mr. James Rains**, Ganger, Werribee. Deceased was held in high esteem by railwaymen and public alike. Our sympathy is extended to his widow and family—Olive (Mrs. Davis), Arthur, Alice (Mrs. Miller), Clyde and Keith.

We regret to announce that two of the staff of the V.R. Institute suffered bereavements during March—Mr. E. Pulford, billiardmarker, lost his wife by death; and Mr. Geo. Bannerman, library attendant, went through a severe affliction by the death of his father.

**Mr. Geo. Allibon**, a well-known and highly respected member of the Administrative Staff at Newport Workshops, died on 13th ult. after a short illness.

Mr. Allibon, who was a native of Williamstown, entered the Department on February 12, 1884, after serving his apprenticeship under his father, who for many years was superintendent of the Denillquin and Moama Railway Co.

Of an extremely quiet and unassuming nature, Mr. Allibon was regarded as a highly capable officer, and he won and retained the esteem and affection of all with whom he was associated in his career.

His funeral, which took place at Williamstown Cemetery, was very largely attended. More than 500 employes of the Workshops Staff marched in front of the hearse.

Victorian Railways Honor Roll

## Long Service by Men Now Retiring

## Chief Signal Inspector Retires

Mr. J. Patrick, Chief Block and Signal Inspector, Metropolitan District, who recently retired from the Department after 40 years' service, was given a send-off at the V.R. Institute on February 19th by the Safe-working Staff.

Mr. Conlan, Assistant General Superintendent, who presided, made eulogistic remarks regarding Mr. Patrick's career as an efficient and painstaking officer and a fair and generous friend to those placed under his charge. These remarks were supported by Messrs. Clark, Beary and Sullivan.

Mr. Clark, Acting Superintendent of Goods Trains Services, made a presentation of a wallet of notes subscribed by his fellow officers. He trusted Mr. Patrick would be blessed with good health and be long spared to enjoy the rest from his official labours that his long and honourable career so justly entitled him to.

Mr. Patrick thanked them for their fine present. He also highly valued the kind wishes and expressions of goodwill which accompanied it.

The chairman, Mr. Conlan, then proposed the health of Mr. Colson, who has been appointed to succeed Mr. Patrick.

Mr. Colson, in responding, gave some of his impressions of the Railways systems he had seen during his recent trip abroad.

Items of harmony were rendered by Messrs. Reg. Brown, Beary, Colson, Reid and Jackson; the latter was also wished bon-voyage on his intended trip abroad.

With more than 30 years of service to his credit, **Signalman G. Lloyd**, of Middle Brighton, has retired. He joined up as porter in 1889, and was located as signalman at Brighton Beach and Elsterwick for seven years, and Middle Brighton for five.

**Sweeper James Hourigan**, of the Melbourne Goods, who entered the service as a labourer in 1887, has just retired. He was in turn labourer, door porter, receiving porter, and goods checker, and was transferred to the position of sweeper in 1921 at his own request.

**Mr. Henry Brown**, Electric Suburban Guard, who joined the railways in 1890, retired from the service a few weeks ago. He was appointed suburban guard in 1909, and also had experience as goods guard, being located for many years in the Melbourne Yards.

**Mr. J. P. Playle**, Goods Foreman at Wangaratta, who has just retired, entered the service in 1887 as a car cleaner, earning six shillings a day. He was promoted shedman in 1897, and became goods foreman at Wangaratta in October, 1912.

The Melbourne Goods Sheds have lost an old and well-known railwayman with the retirement of **Goods Checker A. A. Roberts**. Mr. Roberts entered the service in 1883, and was successively porter, suburban guard, passenger guard, acting gate checkman and goods checker (Class 2).

On the occasion of his retirement from the Railway Department on February 2nd, **Mr. H. Williams**, Electric Fitter at the Newport Power House, was presented by his workmates with a clock suitably inscribed.

Mr. Williams was a popular member of the Power House Ambulance Corps, as well as a member of other committees connected with the power house.



## Popular Officer of a Railway Family

At the officers' meeting in the General Superintendent's Office on March 5, the opportunity was taken to say au revoir to Mr. J. Fitzpatrick, who is severing his connection with the railways after 45 years' service.

Mr. Canny, chairman, said he was glad of the opportunity to offer his sincere thanks on behalf of the officers and himself to Mr. Fitzpatrick for the loyal and efficient service he had given to the Department, the public, and the State.

Mr. Clark, Deputy Superintendent of Goods Train Service, and Mr. Cox, Metropolitan Superintendent, spoke of their long acquaintance with Mr. Fitzpatrick, and the high esteem in which he was held.

Mr. Canny then, on behalf of the officers, presented the guest with a magnificent 5-valve wireless set.

Mr. Fitzpatrick feelingly responded; in reminiscent vein and touched upon incidents that had happened during his railway life. When he joined the Department the mileage was less than 1500, whilst to-day it exceeds 4000. The revenue was less than five million pounds; to-day it is more than twelve million pounds.

He had seen the curtain drop on commissioners; officers and others, and now it was about to fall between him and those he loved so well; he would, however, leave the Department without a frown of any kind.

It is Mr. Fitzpatrick's intention to accompany the cricketers on their tour through Great Britain, subsequently touring Europe and America, before returning to his farm at Rushworth.

**Mr. H. E. Hill**, Clerk at the Melbourne Goods, has just retired after 44 years' service. He entered the Department in February, 1882, earning four shillings a day, and finished up a few weeks ago in a third-class position.

Entering the service in 1887, **Mr. J. H. Trezise** had preliminary experience as repainer before transferring to the Transportation Branch as porter. He was appointed ticket collector in 1897, and became ticket checker (Class 1) in 1923, which position he held until his retirement some little time ago.

After having been located at Geelong as Goods Guard since 1907, **Mr. C. J. Graham** has retired. He joined up in 1888, and had experience as porter, shedman, shunter and leading shunter before taking possession of a green flag.

The remorseless hand of time seriously depleted the ranks of the veterans in the Way and Works Branch during March.

Amongst those who retired from the service are **Mrs. O'Keefe** and **Mrs. Wilson**, who have been acting as gatekeepers at Waubra Junction and Croxton respectively for many years past.

Some of the mere males who also signed their last railway pay sheet during the month are **Road Foreman W. Cook**, of Sale; and **Repairer J. A. Logan**, of Warragul, who both entered the service in 1887; and **Repairer S. Purcell**, of Tournelle, **Ganger J. M. Slaughter** and **Leading Hand Painter A. H. Fisher**, or Arden-street—all veterans of '88.



## Welcome Home to Popular Officers



Officers of the Transportation and Signals Branches gave a welcome home dinner to Mr. W. Thomas, Assistant General Superintendent of Transportation, and Mr. S. C. Jones, Assistant Chief Engineer of Signals and Telegraphs. The party is here seen, as caught by the Railways Official Photographer during the evening. The guests of the evening are at the rear of the picture, seated on either side of the General Superintendent of Transportation (Mr. M. J. Canny) and the Chief Engineer of Signals and Telegraphs (Mr. F. M. Calcutt).

ON MARCH 5, officers of the Transportation and Signal and Telegraph Branches met at Clota's Cafe Royal, Flinders-street, to do honour to Messrs. Thomas and Jones, who recently returned from America, whence they went some ten months ago to study American railroad methods.

The policy of the Commissioners in sending officers to other lands is a worthy one, and in no way can progress be made more efficient than by investigating on the spot the organisation and operation of railroads in a progressive country like America.

The welcome home took the form of a smoke social, and the popularity of the guests was evidenced by the large number of officers who attended Messrs. Canny and Calcutt, the respective heads of the Transportation and Signal Branches, had the guests of honour, along with other chief officers, at the principal table.

Mr. Canny, in his opening remarks, expressed his pleasure in having the privilege of being present to take part in the welcome to Messrs. Thomas and Jones. He knew that both officers had worked hard whilst away, and that the State in general, and our railroad in particular, would materially benefit by the knowledge they had brought back.

Mr. Calcutt supported the remarks of Mr. Canny, and stated that although he had been well served by his officers, he was glad to have Mr. Jones back. Messrs. Cooke, Forrest, Tredinnick, Evans, Stamp and Cox also spoke in similar terms.

Mr. Thomas, who was received with great acclamation, claimed the attention of his auditors for forty-five minutes in a most interesting narrative of the doings and observations of the travellers. He touched on many and varied subjects, and whilst no doubt we are all proud of our Railways, he kept us with the feeling that we had still much to learn.

Mr. Jones, after returning thanks for the cordial reception accorded him, said he did not propose to speak at length on America and its wonders. Mr. Thomas had that evening given sufficient food for thought and assimilation to last for a long time. He, however, could not let the opportunity pass without relating some of the humorous incidents connected with such a trip, and so well did he recount his stories that he had his listeners in rare good form for a period which was altogether too brief.

During the evening a fine musical programme was contributed to by Messrs. Leslie, Wotherspoon, Bell, Brown, Danby, and Allan.

### Railway Technical College Passes Under the Control of the Institute

THE Victorian Railways Technical College at Newport is now controlled by the Institute, under the supervision of an Advisory Committee, comprising the Chairman of the Lectures and Classes Committee of the Institute (at present Mr. S. H. Evans), one other member of the Committee (Mr. D. Cameron—Deputy, Mr. H. W. L. Forster), a technical officer of the Department representing the Commissioners (Mr. N. C. Harris, Assistant Chief Mechanical Engineer—Deputy, Mr. G. A. Curtis, Engineer); and a representative of the Education Department (Mr. E. P. Eltham, Inspector of Technical Schools).

Under the new conditions of government the Council reimburses the Education Department the amount of the salaries of such members of the instructional staff as are on loan from that Department.

### Looking Back Thirty-Five Years Ago

Extracts from Vol. 1, No. 1, of the Victorian Railways Gazette—"the official organ of the Traffic Union"—September 1, 1891.

Mr. G. A. Judkins, late of the Railway Telegraphs, resigned from the Department in March last to enter the Wesleyan ministry. Before his departure he was the recipient of a very handsome reference Bible from the Ballarat telegraph staff.

The Government Statist's return for 1888 shows the average pay per head in the Victorian Railways as £117 per annum, and in New South Wales as £134.

### Presentation to Mr. E. J. Hourigan

In our last issue we incorporated a sketch of the career of **Mr. E. J. Hourigan**, who has just retired from the position of Paymaster, which position he had occupied with distinction for a number of years, during which time he had endeared himself to a large number of officers and employees of the Department by his tactful and obliging demeanour, and the ability with which he handled difficult situations. It was only natural, therefore, that he should enjoy a full share of popularity.

It was the privilege of his fellows that they had the opportunity of offering him, on the 23rd February last, a tangible earnest of their regard for him, when the Chief Accountant, Mr. T. F. Brennan, was called upon in the presence of the majority of the members of his Branch to present to him an easy chair and a dumb waiter.

Mr. Brennan briefly outlined the career of Mr. Hourigan, making reference to his popularity throughout the service, and to his extraordinary capacity for remembering men even though he had not seen them perhaps for a number of years.

He also dealt with his success in municipal affairs, in which Mr. Hourigan had played an active part, he having been a councillor and president of the shire in which he had his home.

Mr. Hourigan, in a very bright, humorous speech, thanked the donors for their good wishes and gifts.



#### A Courageous Act.—

Master Ben Hawe, Jr., Clerk, Power House, Newport, was recently the recipient of a gold watch, suitably inscribed, from his colleagues, in recognition of his bravery in jumping into the River Yarra to save a boy who was in great difficulty in the water. First aid was rendered, and with long patience, life was eventually resuscitated in the apparently drowned—all through the bravery of young Hawe.

### An Example of Vegetable Gardening

WE note with pleasure that the first prize of £20 awarded in the "Sun News Pictorial" Vegetable Garden Competition, has been won by Mr. G. Humphreys, son-in-law of Mr. S. Dalton, the Commissioners' Tour Guard.

The judges expressed astonishment at the lengths to which Mr. Humphreys had carried his methods of intense cultivation. His vegetable garden (situated at Preston) measures 40ft. by 45ft., and is so carefully laid out that every square inch is utilised.



Two young members of the District Rolling Stock Superintendent's Staff at Maryborough, A. W. Bishop and H. G. Ruff, who were omitted from the group of Maryborough pictures in last month's issue.



The Lee Jazz Orchestra, which provides first-class music at the weekly dances in the Institute Concert Hall.

THE first weekly dance of the season was held in the Institute Concert Hall on Wednesday, March 3, and, considering the warm weather, was fairly well attended.

Dances will be continued weekly, and all railwaymen and their friends are invited to come along. A splendid orchestra has been secured, the floor is excellent, and an enjoyable evening is guaranteed.

Tickets may be obtained at the General Secretary's office at the Institute.

Mr. G. T. Emery has been transferred to Irrewarra from Elaine, to fill the vacancy created by the transfer of Mr. Pender, S.M.

In consequence of the reclassification of stations, the following transfers have been effected:—**Mr. C. Dowsing**, R.S.M., to T.S.M., Mt. Gambier line on 15/2/26; **Mr. T. Lambie**, S.M., Cressy to Rainbow; on 23/2/26; **Mr. T. Barter**, S.M., Corio to Sydenham, on 26/2/26; **Mr. A. Boyd**, S.M., Allendale, to Corio, on 23/2/26; **Mr. C. Pegler**, S.M., Heywood to Lang Lang, on 15/2/26; and **Mr. M. Galagher**, S.M., Toolamba to Heywood.

**Mr. J. A. Noy**, Clerk, Acting Telegraphist, Geelong, was transferred to Castlemaine, on 6/3/26, whilst **Mr. G. Puzey**, Clerk, was transferred from Geelong to Ballarat, on 5/3/26.

Mr. Edward R. Edsall, A.A.C.I., Chemist at the Power House, Newport, on the occasion of his retirement from the service the other day, received an enthusiastic send-off. On behalf of the subscribers, Mr. H. P. Colwell, Chief Electrical Engineer, presented Mr. Edsall with a gold dress watch suitably inscribed and an embossed metal fruit dish for Mrs. Edsall. Complimentary speeches were made by Mr. Horton, Engineer-in-Charge, and others.



## Stores Branch Annual Dinner

THE annual dinner and smoke night of the officers of the Stores Branch was held at Phairs' Hotel, Collins Street, on March 6.

The chairman, Mr. C. W. J. Coleman, Chief Storekeeper, extended a hearty welcome to the Chairman of Commissioners (Mr. H. W. Clapp) and Mr. Commissioner Shannon. The officers of the branch, he said, had taken the opportunity to celebrate the opening of the new storehouse at Spotswood, which marked a new era in their history.

The toast of the Commissioners was ably proposed by Mr. Coleman, who, in tracing the development of the Stores Branch from the time he entered it, directed particular attention to the valuable service and enthusiastic assistance he had received from the Chairman of Commissioners (Mr. Clapp) and the Chairman of the Stores Board (Mr. Shannon) in bringing the Stores Branch activities to their present high standard.

The Commissioners were rendering splendid service to the community, and the wonderful improvement in the housing and handling of stores, whereby a large sum of money had been saved, was one illustration of their accomplishments.

### Plenty of Room at the Top.

Mr. Clapp in rising to respond received an ovation. He stressed the necessity for learning, and traced his education while in other parts of the world, stating that he was pleased to return to his native land and assist in helping on the road of progress those young men who were anxious to advance. He reminded those present that while there was plenty of room at the top, the crush was at the bottom, and the ladder of education and application was the surest means of reaching the highest positions.

The toast of the Chief Storekeeper was proposed by Mr. Commissioner Shannon and Mr. W. D. Morgan, Assistant Chief Storekeeper, both of whom paid a high tribute to Mr. Coleman as an officer and a man.

Mr. Shannon spoke in the highest terms of the very able and valuable service Mr. Coleman had rendered, not only to the Commissioners, but to the State of Victoria. They had every confidence in him to successfully accomplish the great task entrusted to him.

Mr. Coleman thanked the Commissioners for their expressions of confidence and Mr. Morgan for his kind remarks on behalf of the staff. He expressed his appreciation of the loyalty of his staff and the assistance they had rendered in the great work of bringing the Stores Branch up to its present standard. Though much had been accomplished there remained much to be done. He was confident that the staff of the Stores Branch would rise equal to the occasion. He paid a special tribute to Mr. H. S. Sergeant, who accompanied him to America, for his untiring energy, loyalty and devotion to duty.

A high-class programme was provided by Messrs. A. Mitchell, Cardiff Morgan, Ken Mountain, Les. Danby, Professor Leonardo and Eric Fox.

## Mr. Shannon Re-appointed as Commissioner

GENERAL satisfaction has been expressed at the news of the reappointment of Mr. W. M. Shannon as second Railways Commissioner for another term of seven years.

Mr. Shannon knows his job from A to Z. and has had 45 years' experience. He joined up as an apprentice fitter, and was, in turn, fitter, draftsman, chief draftsman, assistant chief mechanical engineer, and chief mechani-



cal engineer, before being first appointed Commissioner in 1919.

Mr. Shannon is a well-known electrical expert, and attends to the electrification, stores and rolling stock aspects of railway activity. He also supervises staff matters.

— \* —

*"Victorian Stationmasters always look well-dressed."*

*This remark was overheard in a railway carriage recently. It was spoken in an appreciative tone, and indicated that the public is quick to notice when a body of men take a pride in their personal appearance.*

*When such remarks are made it is also indicative of the respect which the public has towards men who are smart in appearance. A reputation for smartness is one well worth having, because the public takes pleasure in dealing with such a body of men.*

— \* —

Going by railroad I do not consider as travelling at all, it is merely being "sent" to a place, and very little different from becoming a parcel.—John Ruskin in "Modern Painters."



## Railway Sports Oval

"That the Commissioners be approached by a deputation of seven members of this conference with a view to enlisting their assistance in obtaining the grant of a suitable block of ground for the establishment of a railway sports oval."

This motion was carried at a recent conference held at the Institute between representatives of the Council and of various railway sporting clubs, who had met to discuss the formation of a railway sports oval within the metropolitan area for the encouragement of outdoor sport by railway employees.

The following were selected to form a deputation which will approach the Commissioners:—Messrs. Neilsen and Donald (representing the Council), and Messrs. Clifford, Crotty, Kydd, Orchard and Waite (representing the sporting clubs).

It was considered that provision within the proposed sports ground would have to be made for a football arena, surrounded with bicycle track, at least six tennis courts, a bowling green with space for eight rinks, croquet lawn, miniature rifle range, swimming baths, pavilions and residence.



*Miss Phyllis O'Sullivan, a smart young dancer, daughter of a well-known railwayman, who, as a pupil in the dancing class connected with the Railways Institute, is making rapid progress in her lessons.*

## Institute Gymnasium Jottings

Gym. work is now in full swing at the Institute, and although the weather has been hot, there are 34 boys on the roll—a record for the first term.

At the recent A.N.A. competitions the Railway boys dominated affairs, the Institute finding three winners and one runner-up in five wrestling divisions. C. Angelo won in the lightweight, T. Bolger ran away with the welter and middle events, and T. Nelson was runner-up in the heavies.

T. Bolger is the most improved grappler, and is taking things seriously this year.

V. Zarembo, a Russian boy from Newport, looks like developing into the find of the season. He is a featherweight, and the most enthusiastic boy in the gym. After one month's training, and at his first appearance, he was runner-up in the feather division at the St. Kilda Beach competition.

Claude Angelo's brother, 14 years old, joined up a few days ago, and is tipped to follow in his brother's footsteps.

The boxers are taught by the able and painstaking Larry Copeland (late "Larry Foley"), and his assistant, Ernie Newton, who, by the bye, was very unlucky in the just-concluded interstate competitions.

D. Ryan won the middle and welter events at



*Mr. J. S. O'Haire, a prominent member of the Institute Council, who has always taken a keen interest in the social, amusement and sporting activities of the Institute, has left West Brunswick, where he has been located for some time past, and has gone to Ballarat as Traffic Inspector.*

the 1926 A.N.A. boxing competitions, and the middle at the Amateur's Open Championship; and C. Teagle was runner-up in the A.N.A. lightweight division.

Other prominent glove-experts at the Institute at present include J. Haines, who won at the A.N.A. and St. Kilda competitions, and will be one of the best again this season; A. C. Barr, a middle-weight of whom great things are expected; W. J. Russell, a likely feather showing good work; C. J. Nolan, a heavy with a hefty punch; and F. Slade, who showed promise last season, and has again thrown the moth balls out of his kit bag.

All these boys will be in great fettle for the V.R.I. competitions in the Concert Hall on April 9th.

### A CHALLENGE.

The Boxing Instructor (Mr. L. Copeland) is confident that his class can defeat either the Wrestling Class or the Physical Culture Class in a skipping contest. He accordingly challenges those classes to produce ten of their best men to meet a similar number of his boxing students in four skipping contests at the next two record-breaking inter-class competitions in the Institute Gym. on Friday, April 30th, and Wednesday, May 26th.

The times to be skipped are suggested as one minute, two, three and five.

Each member of the winning team will be presented with a trophy by the challenging instructor.

### SOME FINE RECORDS.

Here are some records from the Gym. Record Board which should bear more than favourable comparison with any other gymnasium in the Commonwealth. They will all be challenged at the competition on Tuesday, March 30th, in the Institute:—

**Skipping.**—G. Corkill, 230 turns in a minute, and 387 in two minutes; T. P. Thompson, 609 turns in three minutes, 1063 turns in five minutes, and 1754 turns in ten minutes; F. Bromley, 144 double skips without a break; G. Corkhill, 5400 turns without a break.

**Weight Lifting.**—F. Bromley (13 st. 7 lb.), 220 lbs., with two hands clean, and jerked, and 200 lbs. two hands clean and jerked over head eight times.

**Jumping.**—J. McKenna, standing broad jump, 9ft. 2in.; J. E. Dickson, running broad jump, 16ft. 8in., hop, step and jump, 33ft. 6in., standing hop step and jump, 24ft. 7½in.; high jump, 4ft. 9in.; C. J. Nolan, high jump off springboard, 6ft. 7in.

**General.**—C. Corkhill, chiming the bar, 17 times; E. A. Wale, climbing rope hand over hand, 35ft.; T. J. Harding, across ladder one rung at a time, 141ft.

**Feats of Some of Our Athletes connected with the V.R. Institute Gymnasium.**—Across the Ladder, one rung at a time: J. T. Harding, student in wrestling, 141ft., 1st; W. Skurry, physical culture, 90ft., 2nd; E. Walls, boxing, and G. Leverett, physical culture, dead heat, 76ft., 3rd. Running High Jump off Spring Board: C. J. Nolan, boxing, 6ft. 7in., 1st; J. M. Hobbins, boxing, 6ft. 3in., 2nd; W. Skurry, physical culture, 5ft. 9in., 3rd. Climbing the Rope, hand over hand: E. A. Wale, boxing, 35ft., 1st; W. T. Russell and L. G. Smith, 32ft. 6in., dead heat, 2nd. Most Skips Without a Break: Geo. Corkill, physical culture class, 5400 turns of rope, 1st; E. Newton, boxing class, 1188, 2nd; W. T. Russell, boxing class, 857, 3rd; W. Dern, physical culture class, 363, 4th.



## Interstate Railway Cricket Match

### Victoria Defeats New South Wales

**D**ESPITE a fine unfinished score of 154 by that consistent batsman, W. Ives, when wickets were going rather cheaply, the Victorian Railways Cricket Team registered a comfortable victory against the New South Wales representatives in the annual match between the two States in Sydney last month.

C. Lilley, the Victorian crack, played a steady hand for 205, including 21 fours, and Lansdowne did most damage with the ball, capturing five wickets for 110.

Detailed scores:—

New South Wales.—A. Vincent, run out, 12; R. Cooney, c Lilley, b Lansdowne, 32; W. Poole, run out, 7; T. Forster, c Mills, b Lansdowne, 7; G. Maidment, c Beihl, b McSperrin, 58; W. Ives, not out, 154; A. Thatcher, run out, 7; A. Norris, lbw., b Lansdowne, 12; J. Robison, b Lansdowne, 5; S. Davis, b Lansdowne, 3; R. Osborne, b McSperrin, 5; Sundries, 13. Total, 315. Bowling.—McSperrin, two wickets for 73 runs; Lansdowne, five for 110; Beihl, none for 16; Carnein, none for 52; Lilley, none for 51.

Victoria.—C. Walsh, run out, 9; N. Mills, lbw., b Robison, 54; A. Lansdowne, b Thatcher, 60; C. Lilley, st Osborne, b Cooney, 205; P. Farnam, b Cooney, 25; H. Collins, not out, 29; J. Kelly, b Davis, 9; W. McStevan, not out 11; Sundries, 17. Total, for six wickets, 449. Bowling.—Robison, one wicket for 79 runs; Thatcher, one for 105; Cooney, two for 30; Davis, one for 46; Pool, none for 15; Ives none for 58; Foster, none for 17; Maidment, none for 46.



## South Australian Railway Bowlers

**A**LL arrangements were complete when this issue of the "Magazine" went to press, for the visit of the South Australian Railway bowlers, who were to commence a series of matches against Victorian railwaymen on April 1.

Mr. J. J. Turner, timekeeper at the Newport Railway Workshops, is president of the Victorian Railways Bowling Team, and Mr. S. C. Jones, of the Rolling Stock Branch, is the secretary and manager. They were expecting an enjoyable time with their friends from South Australia.

A full report of the proceedings in Victoria will be published in the next issue of the "Magazine."

The Victorian bowlers comprise the following:—

Vice-Presidents: M. J. Canny, Esq.; J. A. Ashworth, Esq.; D. Blackie, Esq.; H. Beulke, Esq.; E. Richard, Esq. Messrs. J. Ashworth, J. Berriman, I. Bromilow, H. O. Close, W. A. Crawford, E. B. Davies, W. Ellis, W. Gilligan, O. Hughes, W. A. Hutchin, W. Henderson, J. Hearle, W. R. Hohmuth, H. Johnson, J. Kelleher, G. Kroger, W. T. May, J. A. Malan, E. J. Mansfield, G. Missen, R. McClelland, A. J. Ninnis, F. Richard, A. H. Rogerson, J. Robinson, E. Rosman, M. A. Stevenson, J. Taylor, J. Thompson, F. Torbitt, A. Wotherspoon, A. P. Watson, J. E. C. Williams, R. Webster.

The South Australian bowlers comprise the following:—

Messrs. P. C. Bice, J. Bray, F. W. Chapman, P. F.

## Head Office v. Outside Staff

**O**N Friday, February 19, the senior officers of the Electrical Engineering Branch engaged in a cricket match at Richmond, the opposing teams representing the Head Office and the Outside Staff.

As this was the first match of its kind since the inception of the Branch, considerable interest was taken in it.

After a spirited and keenly-contested game, the Outside Staff obtained a victory by a narrow margin of four runs.

The following are the scores:—

Outside Staff.—H. P. Colwell (capt.), b McDonald, 1; Horton, run out, 20; Scott, c Nicholls, b Cadd, 5; Small, stumped Dalcum, b Cadd, 0; Pratt, c Nicholls, b Durham, 26; Donaldson, lbw., b Nolan, 8; Varey, c Durham, b Nolan, 1; Ravenscroft, b Nicholls, 13; Archibald, b James, 5; Jones, c McDonald, b Nicholls, 17; D. L. MacDonald, run out, 6; Ramsay, not out, 7; Extras, 9. Total, 118. Bowling.—James, one for 10; McDonald, one for 15; Nicholls, two for 22; Cadd, two for 5; Durham, one for 11; Nolan, two for 14; Quail, none for 15; Stockley, none for 1; Brown, none for 11; Reid, none for 10; Blackwell, none for 11.

Head Office.—H. F. James, c and b Jones, 0; Durham, stpd. Donaldson, b Varey, 30; Nicholls, b Scott, 19; Nolan, b Pratt, 1; Reid, c Varey, b Horton, 11; Cadd, c Donaldson, b Horton, 4; C. G. H. McDonald (capt.), b Horton, 21; Quail, b Scott, 1; Dalcum, b Pratt, 4; Stockley, b Jones, 0; Brown, not out, 3; Extras, 15. Total, 114. Bowling.—Jones three for 11; Pratt, two for 11; Varey, one for 20; Ravenscroft, none for 21; Ramsay, none for 3; Archibald, none for 7; Scott, two for 9; Horton, three for 15; Colwell, none for 7; Small, none for 9.

The duties of umpire were capably carried out by Messrs. Gunn and Hocking.



## Sale Railway Cricketers

**Sale.**—A junior competition, comprising six teams, namely, College, Leslie's, Brewery, St. Mary's, Sale Hotel and Railways, has been formed here, and I am pleased to state that the Railway team has gained a place in the four; in the semi-final we meet the Brewery on February 20th, and stand a very good chance of being in the final. The following are the batting averages:—Norman McLean (Ways and Works), 28.5; L. Rennie (Transportation), 19.5; L. Greives (Ways and Works), 13.0; R. Johnstone, 11.5; A. Wools-Cobb (Transportation), 8.0; E. Thorne (Loco), 6.0; A. T. Wasley, 6.0; B. Barlow (Sig. and Tel.), 5.5; Stanley (Transportation), 3.5; A. Jack (Transportation), 3.0. The best bowling average fell to Bert Barlow (Elec. Fitter).

—L. RENNIE, Signalman.

Cherry, E. R. Collett, W. Earl, C. M. Gales, I. T. Johns, J. Keane, R. M. J. Mason, A. H. Morphett, E. E. Pitt, A. Roberts, J. F. Short. — Scanlon, C. J. Welsby, E. C. Wiesemeyer, J. J. Woods. Accompanied by Mesdames Bice, Chapman, Earl, Johns, Mason, Morphett, Noden, Roberts, Short, Wiesemeyer, and Woods.

Hon. Secretary: Roy J. Mason.



The annual tennis match between teams representing the New South Wales and Victorian Railways was played on the courts of the South Yarra Lawn Tennis Club, on February 23 and 24, and resulted in a victory for the New South Wales team by 282 games to 122 games.

THESE tennis fixtures between the two States have been an annual event since 1921, and although the New South Wales representatives have been successful on each occasion, the Victorians are still hopeful of bringing to this State the valuable "Blanch" Cup presented in 1922 by Mr. R. Blanch, Chairman of the Staff Board, New South Wales, to the winners of these fixtures.

At the official luncheon on the opening day the Victorian Commissioners were represented by Mr. Commissioner W. M. Shannon. On the second day Mr. Commissioner T. B. Molombay presided.

In proposing the toast of the Commissioners of New South Wales and Victoria, Mr. Carolan referred with pleasure to the presence of representative railwaymen from Queensland, South Australia and Tasmania, as well as the competing New South Wales representatives.

Responding on behalf of the Victorian Commissioners, Mr. W. M. Shannon offered a hearty welcome to the interstate visitors. He said the Commissioners recognised that tennis was a good healthy game and helped to keep the officers taking part in good physical and mental condition.

Mr. R. Blanch, Chairman of the New South Wales Staff Board, speaking on behalf of the

New South Wales Commissioners, said they supported all classes of sport among railwaymen in New South Wales,

Mr. E. C. Eyers, Secretary, Victorian Railways, proposed the toast of the visiting team, coupled with the South Yarra Lawn Tennis Club. He said that at one time a great deal was heard of interstate jealousy, but happily this feeling was rapidly passing away.

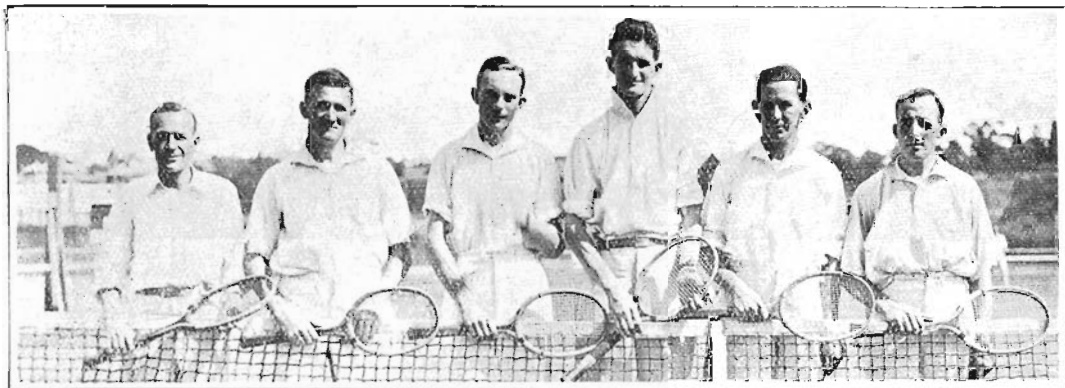
Referring to the South Yarra Club, Mr. Eyers said it was a compliment to be honored with the presence of representatives of the South Yarra Club, including the Hon. E. Jowett, president of the club.

Mr. S. Spratt (captain), responding to the toast of the New South Wales team, said he hoped that if defeated the New South Wales team would take their defeat in the same sporting spirit as the Victorians had always done in the past.

The Hon. E. Jowett (president), responding to the toast of the South Yarra Club, said that for more than 40 years the club's courts were situated on railway property. During that period it was necessary to frequently come in contact with the Victorian Railways Commissioners, who always met their representatives in a very courteous and sympathetic way.



*Photograph taken on the occasion of the official luncheon on the day of the tennis matches between the Victorian and New South Wales railwaymen.*

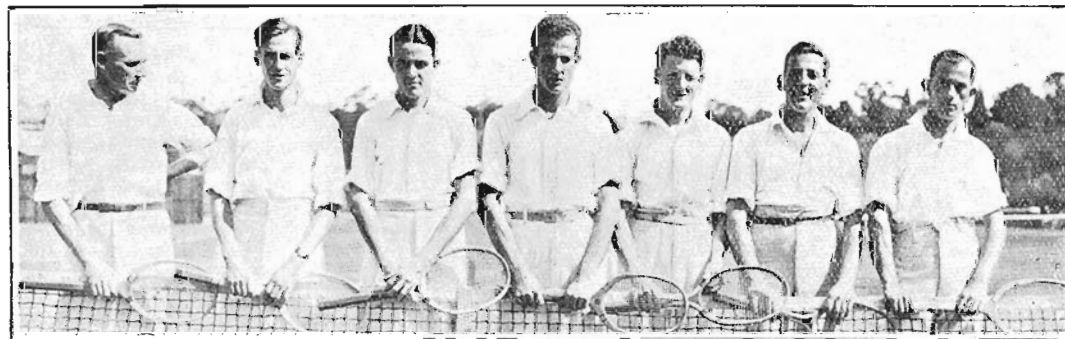
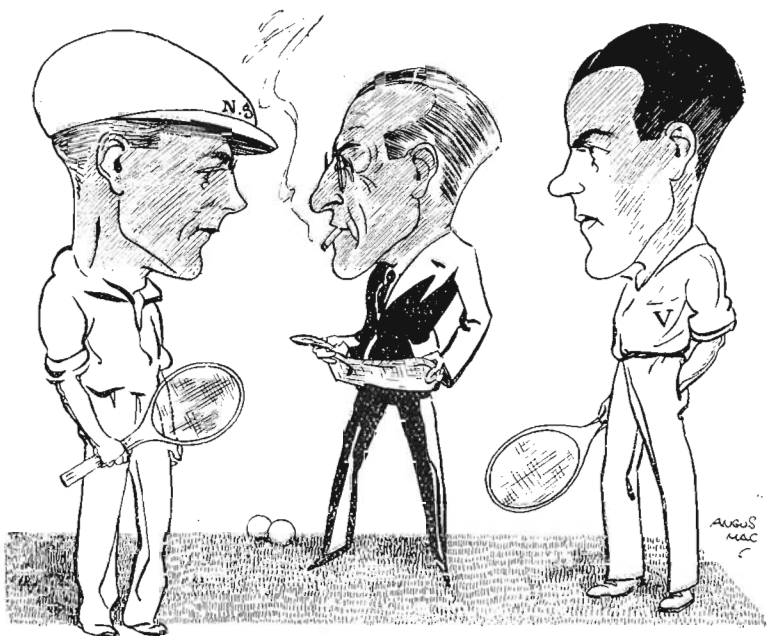


New South Wales Team—Left to Right: K. Davey, S. Spratt (Capt.), R. Carroll, W. Boulton,  
R. Hatherley, — Poole.

---

Jimmy Hennessy,  
the secretary, ar-  
ranging for Ray  
Carroll, N.S.W., to  
go in with Gerard  
Gaffy, Victoria's  
young hope. They  
put up a good game  
of singles; 6-2,  
10-8 were the  
scores.

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Victorian Team—Left to Right: E. Melvor, L. Stewart, G. Gaffy, K. McDonald, R. Moulton,  
G. Stantke, A. V. Stenning (Capt.).



### Safety First.

"Dink's looking bad, isn't he?"

"Yeh, he's working himself to death. Getting short-sighted, you know."

"Short-sighted? What's that got to do with his working so hard?"

"Why, he can't see when his boss is looking at him and when he isn't, so Dink has to keep on working all the time."

Foreman: "You ain't one of them blokes wot drops their tools and scoots as soon as knock-off blows, are you?"

New Workman: "Not me. Why I often have to wait five minutes after I put me tools away before the whistle blows."

Chief: "Sir! You are 20 minutes late again. Don't you know what time we start work at this plant?" Lazybones: "No; they're always at it when I get here."

A kind-hearted man saw a little child trying to reach the door bell.

He rang the bell, then said, "What now, my little man?"

"Run like blazes," said the little man. "That's what I'm going to do."

Traveller: "There is a tribe of wild women in Africa. They have no tongues."

Smith: "No tongues! How can they talk?"

Traveller: "They can't. That's what makes them wild."

"I am sorry I married you," sobbed the bride.

"You ought to be," said the groom; "you kept some other girl out of a mighty fine husband."

Mrs. Hazel: "What dreadful language your parrot uses!"

Mrs. Knutt: "Yes. My husband bought the bird in town, and brought it home in his car. He had three blow-outs and engine trouble on the way."

Housewife: "What do you work at, my poor man?"

Tramp: "At intervals, ma'am."

One of our States (not Victoria, of course) possesses a railway line, the permanent way of which is decidedly shaky. Recently two commercials were travelling over it, one of them making his first trip. He said to his comrade, who was lying on the floor of the carriage:

"This—track—is—about—the—limit—isn't—it?"

The other merely grunted, being too busy holding on to reply. After a while he spoke again. "It's better now." Why—yes," said the other, "She's left the rails."

"Her niece is rather good looking, eh?"

"Don't say 'knees is,' say 'knees are.'"

Baggs: "I'm worried. My girl is running around with that new doctor in town."

Jaggs: "Feed her an apple a day!"

"So you are going to marry? Have you got anything laid up?"

"Yes; I've got a rich uncle laid up with a paralytic stroke, and I'm his only surviving relative."

"Bill's going to sue the boss for damages."

"Why, what did he do to him?"

"They blew the knock-off whistle when 'e was carryin' a 'eavy piece of iron, and 'e dropt it on 'is foot."

A woman got into a car with five children. She busied herself seating them. A benevolent old gentleman arose and gave her his seat.

"Are these all your children, madam?" he asked, "or is it a picnic?"

"They're all mine," snapped the woman, "and it's no picnic."—Parakeet.

"We'd like to have you for dinner Sunday."

"I'm afraid you'll find me rather tough."

"Well, John, I see you're living in the country now."

"Yes."

"How do you like it?"

"Oh, pretty good; but it has its disadvantages."

"Why, what do you miss most?"

"The last train for home at night."



*This is the train which took the Duchess of York, our present Queen, to Healesville when she visited Australia 25 years ago. The R class locomotive looks queer to the present generation.*

# SAFETY FIRST

NOTES FOR APRIL



## FOR PORTERS AND OTHERS

**DANGEROUS!** To cross the pit from one platform to another when a train is entering a station. Allow sufficient time to cross in safety

### A Bruised Foot and Lost Pay

**T**HE need for care on duty was recently brought home to an Engineman.

When getting down from the footplate near the Westinghouse pump he placed his foot on the slide bar instead of on the step.

The engine was in motion, and his foot was jambed between the cross-head and the back of the cylinder.

RESULT.—Bruised foot and the loss of full pay for several days.

**ENGINEMEN! DON'T LET THIS HAPPEN TO YOU!**

### Labourer Hurt—Stood on a Tomato

**A** TOMATO can cause a lot of damage, as a labourer in the Melbourne Goods recently found out to his cost.

He was unloading fruit when he stepped upon a tomato lying on the floor of the truck. His side was injured when he slipped and fell. This accident is liable to be repeated when handling fruit consignments, so that employes concerned should bear this incident in mind and save themselves from similar accident.

Profit by the experience of others.



*There is a right way and a wrong way of doing things. Accidents are less likely to happen when the right way is followed. This picture shows the way NOT to drop a rail. See picture below.*

### Watch Your Step

#### A Few Transportation Dont's

**D**O not step backwards onto a parallel line without looking to see whether a train or an engine is approaching.

Do not cross rails behind a train without looking to see whether a train is approaching in the opposite direction.

Do not hang on to high loads when passing other vehicles in yards.

Do not walk between the buffers of trucks standing apart when going between to couple up, Always stoop under.

Don't attempt to uncouple moving vehicles whilst passing over points or "K" crossings, and thus avoid your feet getting caught under points, rods or crossings.

Do not lessen vigilance by engaging Enginemen or your assistants in idle conversation.

Do not attempt to use a stiff coupling when vehicles are closing together; use the good one.

Don't leave things about for others to fall over. No job is finished until it is properly cleaned up.

**T**WO of the most common causes of accidents to our employees are tripping and slipping.

Watch your step and avoid these simple ways of getting hurt.

Keep walkways and yards clear.



*This is the way to do it. All drop together and there is no risk of injury to anyone.*

## Mail Motor Trolleys

MANY aspects of service are rendered by the Victorian Railways Department of which the public never knows. Few people know that when trains do not run in certain districts the Department supplies petrol-driven motors to carry papers and mails to the stations along the route.

One of these motors runs on the line between Morwell and North Mirboo. Driver J. Langdon has been taking this motor on Wednesdays to North Mirboo for several years. Mr. R. Evans, his fireman, is now learning the internal workings so that he will be able to take over the work on certain days.

It is an interesting trip. Passengers are not usually carried, but under certain circumstances they are permitted to make the journey. The service is greatly appreciated by the public and lonely farm houses along the route appreciate the friendly action of the driver in throwing papers from the line to the adjoining paddock or near the track, where they are collected later. But for this service the newspapers would not arrive until the following day.

In all weathers this motor vehicle runs, and it has proved a great boon. Similar motors run in other districts.

— \* —

Most of the railway companies have adopted windows, which raise the third-class carriages to the description of second-class.—“Knight's Penny Magazine,” 1846.

### COMMONWEALTH RAILWAYS.

Applications are invited for the position of  
**FOREMAN BOILERMAKER AND INSPECTOR**  
AT PORT AUGUSTA

a permanent office (with credit for State Railway service under the provisions of Commonwealth Railways Act 1917). Commencing salary £505 per annum. Fares and reasonable transport allowances.

Applications stating age, particulars of experience, both workshop and technical, and accompanied by copies of references, to be forwarded to the Chief Mechanical Engineer, Commonwealth Railways, Port Augusta, not later than the 3rd April, 1926.

—By Order of The Commissioner.

### Springvale Farm WINTON NORTH, VICTORIA

Offers Refined Accommodation throughout year

**C**LOSE to Mokoan Ranges, 2000 ft. above the sea, and facing the Winton Lake, a sheet of water 7 miles by 3 miles.

First-class Meals Poultry Spring Water  
Own Dairy Herd Piano Tennis Court  
Excellent Shooting

An Unlimited Water Supply. Not in Bush Fire Region  
Sydney Exp. & Mt. Buffalo Trains stop at Winton, Vic.

A Hearty Welcome awaits you at this  
—HOME AWAY FROM HOME—

Tariff: 40/- to 45/- Weekly; 8/- to 9/- Daily

Write for full particulars to the Proprietor

The New Model - 206  
**Conway Stewart**  
LEVER FILLER  
**Fountain Pen**  
Fully Guaranteed



## GET AWAY

From the worry and  
bustle of everyday life

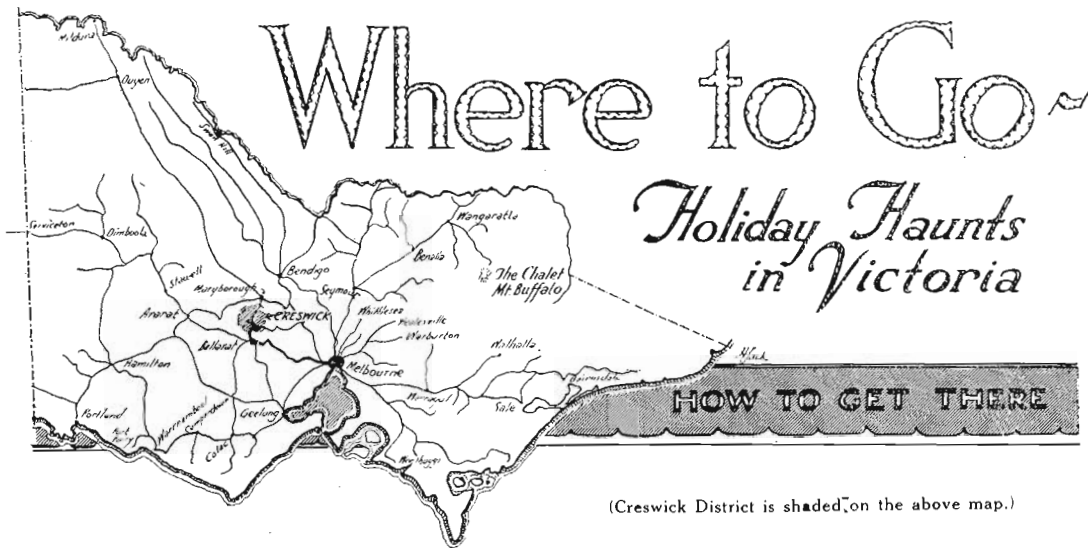
The chance to spend  
the Best Holiday you  
ever had awaits you at

## WYCH CROSS MARYSVILLE

The best equipped house  
of the finest Mountain  
Resort in Victoria

Phone Marysville 4  
or write to

**FELIX St. H. JELICOE**



(Creswick District is shaded on the above map.)

## Creswick is a Town with Attractions

**F**EW of those who go touring have any idea of the opportunity that this quiet little town affords for a restful, entertaining and informative holiday.

In the early mining period of the fifties it had a population of from 20,000 to 30,000 people, and a wonderful record of gold returns was the result.

Worthy pioneer residents developed the town on excellent lines. Water conservation, tree planting, park and lake development, and general ornamentation are the present-day evidences of their good work.

Though the mining glory has departed, Nature has provided and maintained much that is to be admired.

The picturesque town nestles at the foot of a prominent hill. This hill, lying to the east, dominates the town, and on it the School of Forestry—formerly the district hospital—stands out distinctively.

The school, the only institution of its kind in Victoria, possesses a museum, and is associated with the State nurseries lying in the valley behind, and flanked by flourishing pine plantations.

Here the interested visitor can study a great variety of trees, examine the propagation methods, and find much of educational value.

Pathways lead beyond the nurseries, and enable visitors to enjoy the health-giving air of the pine forest. Easy walks from the town lead to various water supply storages—Bragg's, Eaton's, Russell's, and other reservoirs, stocked with fish, all are well worth visiting.

The cricket ground and bowling green are conveniently situated. Golf links lie further afield, and around Park Lake a choice garden scheme provides a pleasure resort. On a plateau near by is the local sports ground.

A unique bathing place has been developed in Calambien Park. Calambien is the native name for Creswick.

As a result of dredge mining operations of years ago at some distance from the creek, a large basin has been formed, the water being very deep in some parts and shallow in others.

Leading swimming experts pronounce these baths to be unequalled anywhere inland. Residents motor 14 miles out to enjoy a swim in the pond under safe conditions.

The water, fed from springs, has a blue tinge, and is very clear.

In the flowering season the golden display of the adjacent wattle groves adds to the pleasure of the place.

## The Beac Salt Lakes

**T**HE fertile district of Beac is fortunate in possessing probably as many resources as any other district in the State. All varieties of grain, excepting wheat, thrive here in normal seasons, while Mr. Reddie, of Weering, also proves yearly that wheat also can be grown successfully.

The pastures are favorable for fattening stock, and it is not unusual for local cattle and sheep to top the Melbourne markets, while the local cream production is very heavy.

In addition, an extra source of revenue is provided in normal years. The district is dotted with numerous salt lakes, nearly all of which evaporate each summer, and large quantities of salt are then gathered.

The main lake, from which the township derives its name, is drying fast, and salt is already being gathered on the Warrion side. The principal producer, however, is the Horseshoe Lake. Mr. D. J. Whytcross, the lessee, already has upwards of 1000 tons of excellent salt on the banks, this being only a fraction of the available quantity.

Nearby are the extensive ruins of what was, years ago, Henry Berry's salt treatment works, which were put out of business when some overseas boats started to ship salt as ballast from England.

Salt is also being gathered at several other local lakes, and the quality being good, it finds a ready sale all over the State.



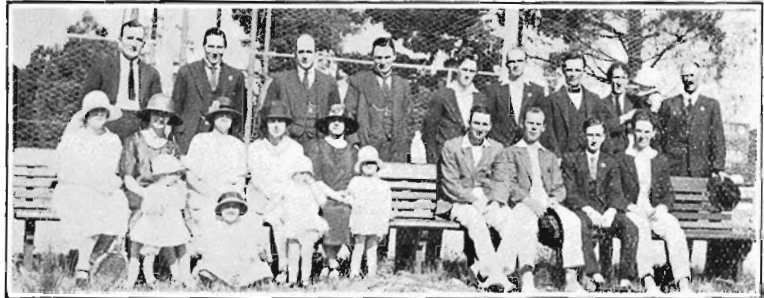
## Don't Display Damaged Signs

**N**OTHING looks worse than a damaged or dilapidated sign displayed on station or railway property. If the sign has served its purpose and is no longer required, have it removed at once. If it is intended that the sign should be permanent and it has been damaged, take immediate steps to have it repaired and replaced. Signs should not be allowed to remain in position after the campaign or special reason for their being there has ended.



## Moe Railwaymen Have An Active Social Club

*Some of the members of the Moe Railway Social Club, an active body which has now been in existence for more than a year, and does much to minister to the lighter side of life up there, with tennis and tourist trips. Mr. C. A. Potter is the secretary.*



ON January 10, 1925, a meeting was held in the waiting room at the Moe Station, and it was decided to form a Railway Social Club, at a membership fee of 2/6 per annum. Mr. McLean, S.M., was elected president of the club, and Mr. Searl, secretary.

Later it was decided to hold a picnic at the Taugil River, in a Mr. Beck's paddock; and in glorious weather on Sunday, February 1st, between 200 and 300 people journeyed to the picnic ground by cars.

Our next event of note was our railway ball, which was held on March 31st, and it was one of the largest attended functions ever held in Moe.

During the winter months card and dance evenings were held by the various Friendly Societies and lodges, and invitations were extended to the members and their wives and friends of our Club. In turn, our club would return their invitations to the different lodges concerned.

In June the secretary was instructed to write the Railways Estate Officer for a site for a tennis court, which was granted. Our tennis court is the biggest boon since the club has been formed, one reason being that it brings the members' wives and friends into touch with one another.

At present there is a ladies' tournament being played for a trophy kindly donated by Mrs. McLean, our President's wife; Mrs. Davis (wife of T.S.M., Thorpedale Line); and Mrs. Smith (wife of one of our guards) have to play the final.

Now Mr. W. A. Wilkinson has donated a trophy to be played for by the married members and their wives; then there is the men's tournament for £1/1/-, and a tennis racquet, the former being donated by our President and the racquet by a shopkeeper (Mr. B. Raine), who has assisted the club in every possible way.

Last, but not least, there is a single men's tournament for a fountain pen kindly donated by Mr. W. Nelson.

At our meeting held in June, delegates from the Moe Football Club requested that our club run a Railway Queen in connection with the Queen Carnival being run by the Football Club. On a draw for the Queen, Miss McLean was successful. We finished second in the Queen Carnival.

On the last tour of the Commissioners a deputation waited on Mr. Canny, General Superintendent, re obtaining a room to hold evenings and meetings in. A reply was received from Mr. Canny that we are to receive two portables as soon as practicable. These portables will be just what is wanted for us to hold first aid classes in.



Jones, entering the street car, stepped on a young lady's toe. "Clumsy wretch!" she exclaimed, with an annihilating look.

"I beg your pardon," said Jones; "if you'd had feet big enough to be seen they wouldn't be stepped on." Then the young lady smiled benignly, and moved along for him to sit down.

## Wedding Bells

A pleasing function took place at Ballarat North Workshops on February 15, when the men assembled during the lunch hour to make a presentation to **Mr. Stan Spiers**, on the occasion of his marriage. Mr. J. Armstrong, shop foreman, presided, and the presentation was entrusted to Mr. McGregor, workshop manager. In handing over a beautiful dinner-set and oxidised vase, Mr. McGregor referred to the good qualities of the recipient, both as a citizen and railway officer, and felt sure that in extending every good wish to Mr. and the future Mrs. Spiers he was voicing the sentiments of the body assembled.

*Mr. Reginald L. Forster, son of Mr. Fred C. Forster, Guard, Stawell, was married the other day to Miss Thelma Williams, daughter of Mr. and Mrs. G. A. Williams, Sloane-st., Stawell. The wedding was a pretty affair, and the happy pair afterwards left to spend their honeymoon at the Blue Mountains, N.S.W. It should be mentioned that Mr. Forster has been an enthusiastic student, connected with the V.R. Institute Correspondence Courses of Tuition*



**Mr. D. Rankin**, a popular fitter on the Maintenance Staff at Newport Power House, was recently presented with a handsome set of cutlery by the staff on the eve of his marriage.

The presentation was made by Mr. Tulloch, Maintenance Engineer, who referred to the esteem in which Mr. Rankin was held, and wished him long life and every happiness in his married life.

The Professional Staff of the Rolling Stock Branch met in the office of Mr. McMiken on February 12th for the purpose of felicitating **Mr. John Dadsey**, Assistant Engineer, upon his return from his honeymoon in Tasmania. Mr. Dadsey was presented with a very handsome afternoon tea service.



Made of Tobacco Brown Morocain this is a cosy, warm frock for chilly days. It is simply made with saddle shoulders, flared panels on skirt and Old Gold Crepe de Chene collar and tab on sleeve. The buttons are in shaded brown coloring.

## Of Interest to Womenfolk

(By PENELOPE)

### Small Things Contribute to Happiness

DO we fully realise how often it is the little things, the trivial things, which go to make up our happiness? Sometimes we are subconsciously aware that we are not pleased, and suddenly remember a slighting word, a shade of displeasure in a friend's tone of voice—so slight perhaps that another would not have detected it.

On the other hand, a bright smile, a cheery word, a word of praise, and we feel a jauntness of step that it may take moments to account for. If we fully realised how these little things make or mar the pleasure of an interview, we would often be more careful to give pleasure.

I have in mind a friend who is always popular with young and old, and I have discovered that the secret of her success is her readiness to speak a word of praise, to express her appreciation of little kindnesses, and to see the best points in the natures of all those with whom she comes into contact.

A flatterer, some may say. But no, she is always sincere. If she cannot say something pleasing and helpful she refrains from unkind criticism.

There seems to be common among some of our sex a spirit of jealousy, which expresses itself in a reluctance to pass on any word of praise or admiration which might give pleasure to a fellow creature.

My experience is that there are plenty of hard knocks for all of us as we travel along the journey of life, and there are too many ready to pass on the unkind word and to carry



Velvet in all colors promises to be the popular fabric of the Winter season. This frock is of Iris Blue Velvet with a plain bodice scalloped on to a flared skirt. The collar and sleeve finishings are of Bis-cuit Crepe de Chene.

back the tale of scandal or gossip which will injure another.

Would it not be better to pass on only the kind and pleasing remarks one hears about another? If Mrs. So-and-so thinks Miss Jones a charming girl, why not tell Miss Jones so should occasion arise. It will not do you any harm, and will give Miss Jones a good deal of pleasure.

There is really no reason why we should begrudge praise or admiration to anyone who merits it. We all like to be appreciated, and although we may not act for the purpose of earning praise, yet praise and gratitude are surely a reward.

And do you know the type of person who displays her latest frock or new hat, and

revels in your admiration of it, but fails to even notice that you have a pretty hat, or one who minutely describes all the wonders of her home, without deigning to notice that you have a home at all? Such people do not always begrudge praise, but are too self-centered to remember that they are not "the only pebbles on the beach."

Much could be written on the theme of praise, appreciation and admiration, but I am merely reminding you that it is the little things that count, and that each of us can give pleasure in countless small ways if we will but forget self, and see opportunities of making the days pass more pleasantly for those about us.



## How to Increase the Selectivity of Your Set

A SIMPLE method of increasing the selectivity of a set is by the arrangement shown in Fig. 5.

This consists of a few turns of wire wound directly over the aerial tuning coil and connected to aerial and earth.

This circuit behaves somewhat like Fig. 3, but has the advantage of only one tuning control.

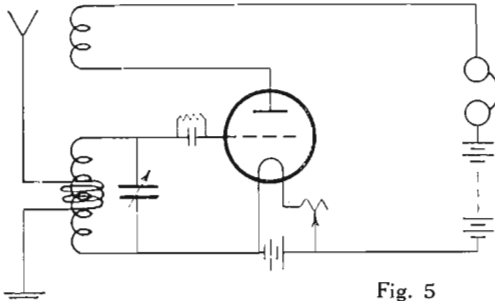


Fig. 5

Probably the two most selective circuits at present are the Neutrodyne and the Superheterodyne.

The former consists of a series of tuned stages, as shown in Fig. 6. Each H.F. valve is balanced or neutralised by the Neutrodyne method, by means

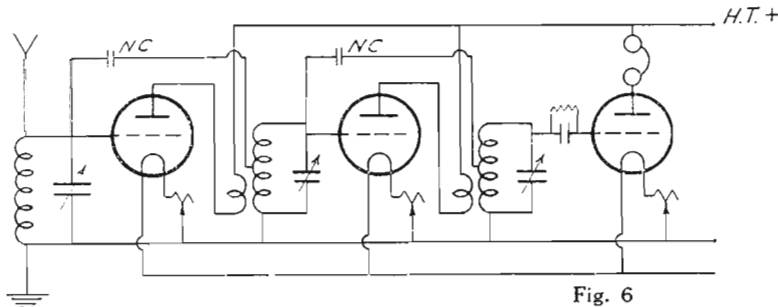


Fig. 6

of a small condenser marked N.C. connected as shown.

Although three condensers are shown, this may be reduced to two by using a double condenser for the two R.F. stages.

The arrangement is very selective, as each tuned stage acts as a filter for the oscillations.

The Superheterodyne, which is perhaps the most powerful radio circuit designed up to the present time, depends for its selectivity on an entirely different principle.

In this method the high-frequency of the radio current from the aerial is changed to a low-frequency of between 30 to 100 kilo cycles per second, which is then amplified and detected in the usual way. A local oscillator is used to add to the original radio current another current of a slightly different frequency.

For instance, assume the incoming wave has a frequency of 1,000,000 cycles per second (300 metres), and that the local oscillator is adjusted to give a frequency of 900,000 cycles. Then the difference between these frequencies is a beat current, having a frequency of 100,000 or 100 kilo cycles. This corresponds to a wave length of 3000 metres, and the rest of the receiver is designed to respond to

this wave length and reject other frequencies.

Now assume that another station is operating on 310 metres, i.e., ten metres more than the station which is being received. This corresponds to a frequency of about 967,700 cycles. The difference between this and the frequency of the local oscillator is  $967,700 - 900,000 = 67,700$  cycles. This is the beat frequency, and corresponds to a wave length of 4430 metres.

It will be readily seen that the receiver, which is tuned for 3000 metres, will easily reject a wave of 4430 metres. The Superheterodyne is, therefore, unquestionably the most selective receiver known in the present stage of radio science.

A loop aerial is used to collect the waves, and by suitably orienting the frame so as to exclude the local station, the selectivity can be still further increased.

The loop can, of course, be used to improve the selectivity of any receiver which is powerful enough to operate from this type of collector.

Another method of eliminating the local station is by using a wave trap as shown in Fig. 7.

This shows a simple form of "rejector" trap, which is very effective if suitably designed.

The condenser should be a good low-loss type, and as large as possible.

The coil should be as small as possible, consistent with the effective operation of the trap, and it will be found that the simple single layer solenoid

wound with wire of low H.F. resistance is the most suitable.

A good wave trap should fulfil the following conditions:—

1. The tuning should be sharp, so that stations operating on wave lengths close to that of the local

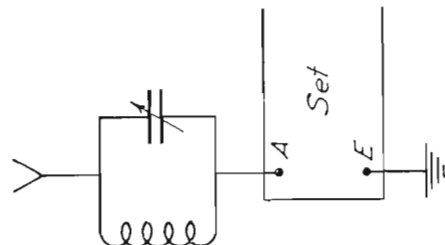


FIG 7.

station will not be excluded.

2. The tuning of the wave trap should not affect the tuning of the receiver.

These two requirements are obtained by following the instructions given above.



The postman can hardly get Uncle Ben's mail bag through the door nowadays, and Uncle Ben finds it very difficult to answer as many letters as he would like to on the one page. Anyway, the more the merrier. He wants to hear from all his nephews and nieces.

**U**NCLE Ben replies to some of his little nephews and nieces who wrote to him during the month:—

**Thelma Gardner, Kilmore:** So you would like Mirlie Russell to write to you, would you? I will send her a letter and give her your address. You have got a long way to go to school.

**Nellie Lynch, Wendouree:** Glad to hear from you, Nellie. I suppose you went to the picnic?

**Leonard Lynch, Brunswick East:** What a fine time you had at the picnic! I daresay you were in one of the photographs that the "Magazine" camera man took.

**Kenneth Unsworth, Natimuk:** Of course, you can be one of my nephews, Kenneth. Your solution to February's puzzle was quite correct, but it came in too late for last month.

**Jean King, Tempy:** I hope it won't be your last letter either, Jean. Glad you like the Children's Page.

**Lynette Walker, Toorak:** You are lucky to have a grandpa who is a Member of Parliament and was once Minister for Railways. And I suppose he thinks he's lucky too, to have such a nice little granddaughter.

**Jack Lewis, Bowman:** I hope you'll have had plenty of rain before you read this, Jack.

**Jean Penrose, Benalla:** Pleased to hear you like the Children's Page, Jean. Give Dodger a pat for me, will you? He is a clever dog.

**Arthur Simmons, Bendigo:** You say there is always a rush to get the "Magazine" when father brings it home. Glad you all like it so much. Try having it turn and turn about.

**Hilda Hutchins, Natimuk:** Hope you have a nice time when you come to Melbourne, Hilda. Be sure to go to the Zoo.

**Ena Smith, Footscray:** That's a good sketch. Ena. It's a bit like me, too.

**Betty Straughair, Mortlake:** Pleased you like the page, Betty. Pansy and Bonny are nice names for a cow and a calf I think.

## This Month's Station Names Competition

**T**HE following are the correct solutions of last month's jumbled station names.—Ravenswood, Kangaroo, Castlemaine, Kyneton, Macedon, Woodend, Gisborne and Sunshine.

Quite a lot of answers to the first puzzle, which appeared in the February issue, came too late for the names to be included last month. Try to get your answers in before the 12th and then Uncle Ben will be able to put all the names in.

This month eight stations are all in North-Eastern Victoria, and you might find them a bit harder to work out. Have a shot at them:

- |               |                |
|---------------|----------------|
| 1. Keiod.     | 5. Thgirb.     |
| 2. Aratut.    | 6. Eehhtrwboc. |
| 3. Xeaead.    | 7. Amorpnoo.   |
| 4. Rwrhtusoh. | 8. Ghhaanuyw.  |

The following children sent in correct solutions for March in time to have their names printed:—Bernadette Walsh, East Brunswick; Hilda Hutchins,

Natimuk; Arthur Simmons, Bendigo; Myrtle Osborne, Buninyong; Jean Penrose, Benalla; Jean King, Tempy; Kenneth Unsworth, Natimuk; Maisie Stone, North Essendon; Jack Lewis, Bowman; Lynette Walker, Toorak; Minna Bremner, Benalla; Florence Miller, North Essendon; Ena Smith, Footscray; Betty Straughair, Mortlake; Jim Coghlan, North Geelong.

These are the names of some who solved the first puzzle correctly, but those solutions arrived too late to appear last month:—Lesley Dickson, Kara Harkness, Nellie Lynch, Gwen Sewell, Herbert Steele, Lennie Todd, Valmai Todd, Kenneth Unsworth, Marjorie Chalmers, Ronnie Harris, Gwen Hoskin, Barbara Martin (who solved them all in six minutes) and Jean King.

Tom Barrett, of Homebush, sends in the following puzzle for readers of Uncle Ben's page to solve. Uncle Ben will give the answer next month.

"Two-thirds of a circle, a circle complete, two semi-circles with an upright to meet, a right-angled triangle stands on two feet, two semi-circles, and a circle complete."

Now, what does that spell?

## Amusing Definitions and Descriptions

In a public school examination on physiology, for prizes offered by a Health Society, a little girl wrote in reply to the question, "Describe any occupation considered injurious to health." "Occupations which are injurious are carbolic acid gas, which is impure blood." Another described a bootmaker's trade as very injurious, because the bootmakers press the boots against the thorax, and therefore it

I rode a long way on the train,  
And kept quite dry, tho' it did rain  
Outside, and I could hear the splash  
Of raindrops on the window glass.  
'Twas fun to see the trees go by,  
And watch the hills and lakes and sky.

presses the thorax in, and it touches the heart, and if they do not die they are cripples for life."



*"Knowledge locked between two covers—books are the keys"*

"**M**ERE MORTALS" is the second series of the medico-historical essays made famous by Dr. MacLaurin in "Post Mortem." A Sydney surgeon, who was also lecturer in clinical surgery in the University of Sydney. Dr. MacLaurin first obtained literary attention as a contributor to the "Bulletin." By the originality of its theory, coupled with the appeal of its style, "Post Mortem" won a big name and sale, and induced the learned doctor to study still more some of the great figures of history in the light of their ailments. "Mere Mortals" is the result.

Despite the assertion by Sir Richard Garnett, that Americans take more interest in Shakespeare than British people do, Sir Sidney Lee, biographer of the poet, is of opinion that it is a mistake to suppose that British people do not find Shakespeare's birth-place interesting. He told a representative of the "Daily Chronicle" that of 81,000 persons who signed their names in the visitors' book at Shakespeare's house, 32,000 were from Great Britain and 14,160 from the United States. Nine thousand of the visitors were from the Dominions, 169 from Germany, and 284 from Japan.

Here is a collection of cleverness from Melbourne "Herald":—

A bed of roses makes a thorny couch.  
Spending money like water will not liquidate debts.

The present time will be the good days we will be referring to a few years hence.

Many strong men cannot raise fifty pounds.  
Lending money is a splendid memory tonic.  
Small compliments swell small heads, and swollen heads are usually empty.

A company is known by the men it keeps.  
Many bills receive unremitting attention.  
When people give themselves away they are not necessarily generous.—H.W.M.

"The Vanishing American," by Zane Grey (Harper and Brothers, through Robertson and Mullens), is a great romance of the American Indian, revealing in the swift march of its events the tragedy and the glory of a whole race, and the true essence of the West, as only Zane Grey can express it. It is the romance of Nopah, the young Nopah warrior, cursed with the strange and conflicting heritage of a white man's education and the fierce soul of an Indian. How Marian Warner, golden-haired, fascinating, came from the East to the bleak tablelands of the great Western reservation, and how she shared with Nopah his struggles in behalf of his people, make a story more enthralling than any Zane Grey has before written.

In "The Ship of Souls," Emerson Hough (D. Appleton and Co.), a fascinating story is unfolded about what the Indians say that they hear it in the voice of the storm, the great canoe, the "ship of souls," that rides the blasts, manned by its crew of lost souls. Langley Barnes hears of the legend when he comes to the isolated fur trading post in the far north of Canada. He is a man who has made a success in most of life in the world, but owing to the empty mockery of his married existence has fled it all and come north, a "lost soul" he feels, to find a life unswayed by civilisation. At Fort McTavish he finds the old half-mad factor Garth and his two daughters, one lovely Christine, the other Annette, a half-breed daughter of old Garth by an Indian squaw. Barnes is urged by old Garth to marry the girl, Christine, while always at hand is Annette, who wanted him, too. And then into the situation comes Major Churchill, of the Mounted Police. Mr. Hough here unwinds a thrilling story of passion and danger, yet showing the fine nature of Barnes triumphing in the end, and at last finding happiness. (Our copy through Robertson and Mullens.)



## The Past, The Present and The Future.

**A**LTHOUGH Stationmaster W. Gullick (on the left in the adjoining photograph) has just retired from the Service after 46 years' service, he has the satisfaction of knowing that it will be a long time before the family name is unrepresented in the Department.

His son, Mr. G. Gullick, is at present stationmaster at Tongala, where his grandson, who presents an imposing appearance on the extreme right, is as well known to local travellers as his father.

G. Gullick, Junior, is down at the station to see every train arrive and depart, and will tell you confidently that he's going to be "a stationmaster like daddy" when he grows up.

The grandfather is a veteran of 1880, and started as a casual hand.

He had charge of many stations during his career, and was stationed at Wandong when the Heathcote line was under construction, having the distinction of placing the first truck of rails on the new line.

# SUPERANNUATION ACT

To Members of the Australian Mutual Provident Society.

Now that the above Act has been placed on the Statute Book, life assurance policies of Railway Servants at present held under the Compulsory Life Assurance Regulations are released therefrom, and placed at the disposal of the assured, who may deal with such policies at their own discretion.

The following alternatives will be available in the case of each policy, viz.:-

1. The policy may be continued by the policyholder at his own cost and under his own control.
2. Subject to their concurrence, it may be carried on by the Superannuation Board, who will advance the premiums as they become due, and at maturity of the policy deduct from the sum payable the premiums so advanced with 4 per cent. compound interest.
3. Exchange the policy for a fully paid-up assurance under a similar table (free of all future premiums and participating in future bonuses) on the terms stated below. (Minimum £50.)
4. Reduce the sum assured to any amount not less than £50 with a correspondingly reduced premium.
5. Surrender the policy for its present cash value, which will vary according to the age at entry of the assured, the duration of the policy, and the amount of Bonuses which have been allowed to remain attached to it. (A policy less than two years in force has no surrender value.)
6. Borrow on its security up to 90 per cent. of the surrender value. The present rate of interest, subject to prompt payment, is 6 per cent. per annum.

If it is found inconvenient to continue paying the premiums under the existing policy or to make arrangements for its maintenance by the Superannuation Board the Society recommends that it be converted into a fully paid-up policy free of future premiums.

The paid-up policy which will be issued in lieu of a Railway Service policy would be represented by the proportion of the original face value which the premiums already paid bear to the total amount of premiums payable over the whole term to the maturity of the contract by survival of the assured. Thus a policy for £300 effected at age 20, and to become payable at age 60, under which 40 years' premiums in all are to be paid, and which has been 20 years in force, would be entitled to a fully paid-up policy of £150, i.e., 20/40ths or one half of the original sum assured. The bonuses then remaining attached to the original policy would be added to the paid-up policy, and bonuses would continue to be declared on it annually.

## ACTUAL EXAMPLE OF PAID-UP POLICY.

No. 817,671 for £300, payable at age 60 or previous death. Effected 15th December, 1905. Age at entry 20. Annual Premium, £7/3/6. As at 14th December, 1925, it is convertible into a fully paid-up policy, free of all future premiums, and sharing in future bonuses of one half (20 out of 40 premiums having been paid) of the original sum assured of £300, i.e. . . . . . £150 0 0

Bonuses allotted to original policy £124 4 0

Total Paid-up Policy . . . . . £274 4 0

payable at age 60 or previous death.

If you find yourself obliged to surrender your policy you are advised to **APPLY DIRECT** either personally or by letter **TO THE SOCIETY** for any information you may require. All particulars will be supplied free of charge as soon as possible after receipt of the application.

No information can be given to a third party without specific written authority from the member.

The employment of a third party is not necessary, nor is it in the interest of the policy-holder.

MELBOURNE OFFICE: 459-463 Collins Street.

## DON'T LET YOUR POLICY GO.

The benefits provided by the State Superannuation Fund are extremely liberal, but they take the shape of annuities.

Annuities are good in their way, but should not be allowed to supersede your life assurance policy, which guarantees a considerable cash payment on your attaining age 60 or your prior death.

The availability of a cash sum in either contingency is of incalculable value. With it a mortgage may be repaid, a house purchased, or immediate and urgent responsibilities provided for.

No other provident investment can satisfactorily take the place of a policy.

Don't surrender your policy altogether. If you cannot see your way to pay both the premiums under the policy and your contributions to the Fund, the Society may be able to quote various options which may meet your requirements.

For your own sake and the sake of your dependents, keep your policy in force and take out further policies if you can.

## ACTUAL RESULTS

of a Policy payable at age 60 or prior death, issued to a

### GOVERNMENT OFFICER.

Policy No. 128,742 for £100 was effected in July, 1887, under the Life Assurance Regulations, the age of the assured being 22 next birthday, and it matured in July, 1925.

The amount paid at maturity was £189/2/- made up as follows:-

Original Sum Assured . . . . .	£100	0	0
Bonus Additions . . . . .	89	2	0
<b>Total . . . . .</b>	<b>£189</b>	<b>2</b>	<b>0</b>
<b>Total Premiums paid by Member</b>	<b>92</b>	<b>15</b>	<b>8</b>

Amount paid by A.M.P. Society in excess of Premiums received . . . . .	£96	6	4
--	-----	---	---

It will be observed that—

The Reversionary Bonus Additions are only £3/13/8 less than all the premiums paid.

The Policyholder has been assured since the issue of the Policy for an amount ranging from £100 to £189/2/-, and at maturity he received more than £2 for every £1 paid to the Society.

This example illustrates what has been done in the past. The record of the past is the best promise of the future, but it is not guaranteed that similar results will be repeated. Future bonuses must necessarily depend on future conditions.

## NO OTHER OFFICE CAN SHOW RESULTS EQUAL TO THESE.

F. T. BRIDGES, Manager.

# Cooper's Weedecide

is the purest and most concentrated of all  
**Weedkillers**

Weedecide will keep your PATHS, RAILWAY PLATFORMS  
and PERMANENT WAYS practically immune from weeds,  
and do it in the most economical way.

One gallon of Weedecide will kill more weeds in half-an-hour  
than a man will destroy in a week, and is sufficient to do  
350 square yards of surface.

TRY IT!

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## Tasmanian Children Like the Rail Motors

So impressed was Mr. W. M. Osborne, Rail Motor Running Officer of the Victorian Railways, with the interest taken by school children in the rail motors which he took across for installation in Tasmania, that he offered prizes to the children of Oatlands school for the best essay. The following essays, written by children aged less than 12 years, were adjudged the winners. Their contributions are reproduced as written.

(By James Burrill, State School Oatlands, Tasmania), First Prize.

FOR some time large omnibuses, conveying many passengers, have been travelling between Hobart and Launceston. These buses are very comfortable and luxuriant compared with the carriages of the Government Railways. The company owning these buses has for some time been endeavoring to take away public patronage from the railways, and had almost succeeded in doing so, until the Commissioner (Mr. Miscamble) imported a motor train from Victoria as an experiment to compete against the road motors.

The motor is controlled from either end and is capable of a speed of 65 miles per hour. It is driven by a famous English engine of six cylinders, and has a differential at each end controlling the wheels.

The motor has a dynamo for its electricity, which enables it to possess a very powerful light. It also has an electric horn, which can be heard at a distance of three miles.

The engine lies underneath the motor, and it is the position of the engine that causes the body

to be so high.

The passenger seats are arranged each side of the car, leaving a corridor in the middle. There is a partition between the first and second-class compartments, which contain every convenience, including hot and cold water. The car has a cowcatcher at each end and is able to throw anything off the line. Its roof resembles that of a house and is painted red.

On the side of the car is a neatly painted scroll bearing the words "Tasmanian Railways." The wheels of the carriage are disc and are not liable to break. Some of the car's advantages over trains are its hot and cold water service and its correct running to time.

Advantages over motors are the non-dusty road on which it travels and its smooth running.

Thus I have described the motor train, and I think it will be a great success; and the people of Tasmania should realise that they are helping Tasmania by travelling in their own motor train.

(By Mollie Gleeson, State School, Oatlands, Tasmania), Second Prize.

IT was just 9.30 p.m. when I heard a loud noise like that of a motor horn, and looking out across Lake Dulverton, I saw two bright lights which told me it was the railmotor coming into Oatlands railway station on its return journey from Hobart, having left Oatlands that morning at 8.30. As this rail motor is a late invention, and not having seen one before in Tasmania, I found it very interesting.

The exterior of this motor, which is red in color, resembles that of a tram car, but seems higher and is much more strongly constructed.

On going up three steps—there are three steps to entrances on both sides—I found the interior very roomy and comfortable. There is a first and a second-class compartment, which has seats on both sides and are also like a tram car, but are differently arranged. They are beautifully padded and upholstered in green leather, each one carrying three passengers. There are windows on both sides, which have small green blinds attached. In all the

rail motor will carry from 60 to 80 passengers, and travels at the rate of 40 miles an hour, its limit being 65 miles an hour. This car carries a stretcher (which is strapped to the ceiling) and a medical chest in case of accidents.

It is equipped throughout with electricity. It has a special siren, which is also worked by electricity. This rail motor is controlled from both ends, like a tram car. It has hand bars on the doors for use in ascending and descending.

I am looking forward to another ride in the rail motor, which I hope will be soon, as I consider it a great pleasure to ride in such because of its great speed and comfort, in which it has the advantage of other cars or trains.

The rail motor is becoming very popular, which speaks for itself. People who have ridden in it think it very convenient and speak of it as a luxury.

The rail motor has returned to Hobart, and all I can say is our loss is somebody else's gain. I wish it every success in the future.

## Horticultural Notes for April

### Sow These This Month

**Cabbage (Class 1).** Chinese Cabbage, Cress, Garlic (bulbs), Kohl Rabi, Lettuce, Mushroom Spawm, Mustard, Parsley, Parsnip, Onion (Early White Queen), Onion (potato; bulbs), Onion (tree; bulbs), Peas (English Wonder, Witham Wonder, William Hurst), Radish, Salsify, Spinach (prickly), Swede (Laing's Garden), Turnip (White Stone, Early Milan and Early Munich).

**G**ARDENS are not looking at their best just now. Owing to the dry spell, although many still show traces of summer blooms; but the coming of Chrysanthemums and Dahlias will greatly assist to cheer the spirits of the horticulturist.

**Sweet Peas.**—These flowers need plenty of room, high cultivation, with careful and constant attention, and when these are given there is no flower which better repays the grower. The soil which suits Roses will also do well for Sweet Peas, as they both like a somewhat heavy soil. Lime added is a great help. Sweet Peas should never be planted on the same ground more than one or two seasons in succession at the utmost; in fact, an annual change of soil and position for all yearly crops is most desirable. Beds or borders for Sweet Peas should all be trenched two or three feet deep.

**Bulbs.**—Just a little reminder about bulbs, in case you have neglected to put them in. If you have not done so, you are late, but not too late. When we realise how easy these plants are to grow, and how fine the result is with a little care and expenditure, it is not difficult to find the reason of their popularity. We mention Tulips, Narcissus, Hyacinths, Snowdrops, Crocuses, and all the charming varieties that are now available.

**Roses.**—April is a delightful month in the Rose garden, as in some respects the autumn Roses are to be preferred to those of the spring. With reference to the rest of the gardening work, there is much that is to be done, especially if rain comes along.

**KITCHEN GARDEN.**—Obtaining satisfactory results in the vegetable garden has not been an easy matter this past few weeks. There is time to plant out Cabbage, Cauliflowers, and most of the Brassica tribe, but the earlier this is done the better it will be, and, remembering that this late-planted stuff cannot be expected to make the same amount of growth as those plants put out a month ago, less room will be required between the plants. It should be noted that, although many of this tribe withstand drought better than many other vegetables, it is equally certain that no crop better repays generous treatment, and time spent with the watering pot among autumn Cauliflowers or Brussels Sprouts is rarely wasted; and if, later on, liquid manure takes the place of clean water, so much the better for the growers.



*Train Lighting—Cont. from page 13*

and tested by a staff of trained electrical examiners, mechanics and fitters.

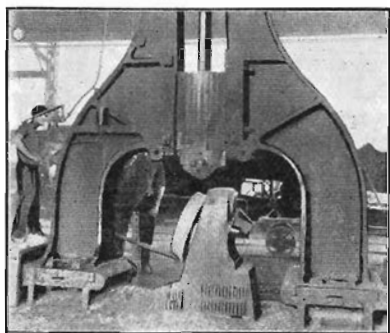
The dynamos are regularly overhauled in the fitting shop at the Train Lighting Depot, Dudley Street. This depot is part of the Rolling Stock Branch, and is in charge of the Train Lighting Inspector (Mr. W. A. Chipper), who served his apprenticeship as an electrical fitter in the Western Australian Railways, and subsequently became Foreman of Car Lighting in the South Australian Railways, taking over his present position in the Victorian Railways in October, 1922.

The dynamos are tested on the test arm under running conditions, and the accumulators are overhauled, washed-out, and repaired at the Depot's battery room. All sets of accumulators are kept intact, and are called in for overhaul every nine months.

Dynamos are overhauled every 18 months in shop, and are given a minor overhaul without removal from the car every nine months.

Records are kept of the performance of the car equipment, so that details can be noted and action taken if things are not going smoothly.

It is important that the light be promptly turned off after arrival of car at its destination or en route, when light permits. The accumulators contain sufficient energy to allow for lighting for approximately 10 hours, when in a fully charged state, but when the lights are left burning unnecessarily this energy is materially reduced. Hence, every precaution is necessary to ensure economical use of the light.



Series No. 5

“Becking” or rough forging  
prior to Rolling

Watch this space for progress in  
our Manufacture of Railway “Tyres”

**Vickers Commonwealth Steel Products**  
WARATAH Limited N.S.W.

## ARE YOU A GOLFER?

It was decided at a conference held in June, N.S.W., last August, to form an Australian Railways and Tramways' Institute Golf Association for the purpose of holding annual interstate matches at Sydney and Melbourne alternately.

In order to form a Victorian branch of this Association, a meeting will be held at the Victorian Railways Institute on April 15 next, at 8 p.m., to elect a committee and officers, and to adopt rules, etc. All members of the Service who play or are interested in golf are invited to be present.

It is realised that a number of country members may be unable to attend. In such cases it is suggested that they communicate their views in writing to—

C. LYNCH, Hon. Secretary, Room 146,  
Railway Buildings, Spencer Street.



Nick Larkins, S.M.,  
Brunswick, is well  
pleased with both  
himself and his job.  
He is smoking the  
Calumet of peace.

*Troop Transportation (Continued from  
page 17)*

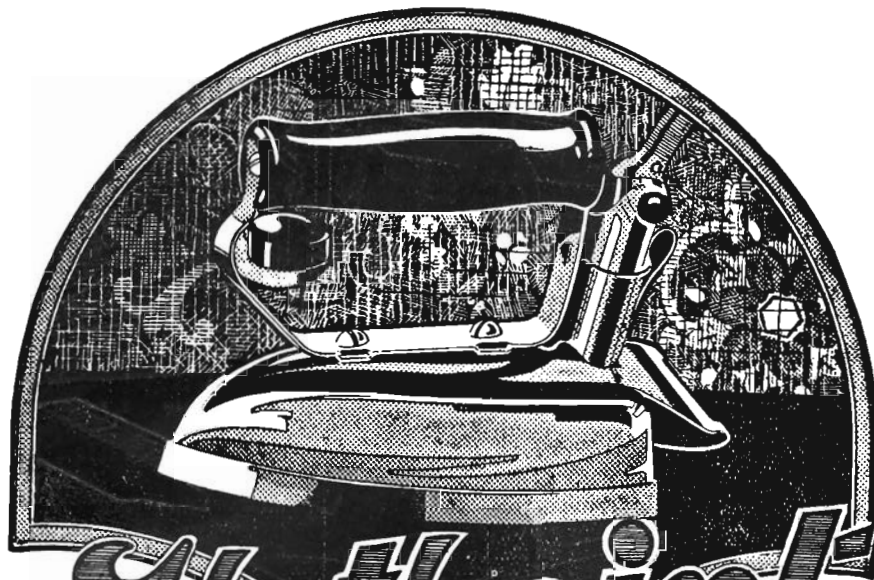
the requirements of this traffic on the forward and return journeys.

In addition, extra accommodation was provided on many ordinary trains for the convenience of the various advance parties of soldiers, who precede the different main bodies of troops by two days to pitch the tents and get things in readiness for the arrival of their fellow-trainees.

The total number of troops travelling to Broadmeadows and Seymour this year was 955 officers and 12,998 men. Of this total, 126 officers and 1067 men, who comprised six advance parties, travelled by ordinary train.

The bulk of the troops went to the training camp at Seymour, but 110 officers, 1390 men and 1018 horses detrained at Broadmeadows. These latter constituted the Light Horse regiments and came from all over the State—from Bendigo, Ballarat, Dimboola, Warrnambool, Springhurst, Bairnsdale and other widely separated districts.

Altogether, therefore, the Department can count this year's troop transportation feat a big job well done.



# Hotpoint

## Electric Servants

The good dependable **HOTPOINT IRON** in a new, handsome and more appropriate dress.

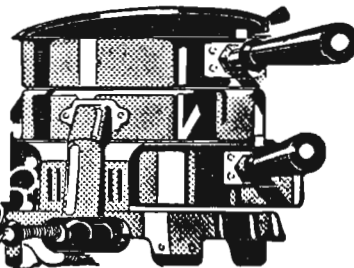
In this new model **HOTPOINT IRON** the cantilever strength-saving handle has

been made larger; this gives you a firmer grasp and makes it easier than ever to do the ironing without fatigue.

The new method of fastening the handle also prevents it from working loose and from breaking.



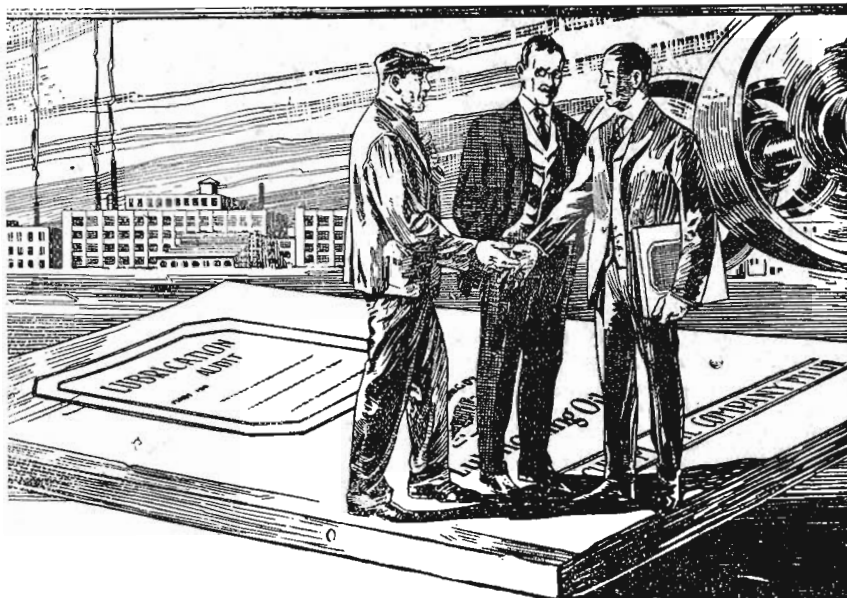
**GOOD COFFEE**—The making of good coffee is no longer a matter of skill or good luck. Modern domestic science recognises that the Hotpoint Electric Percolator is the one appliance which automatically prepares coffee of uniformly fine flavor.



**CONVENIENT COOKERY** with a Hotpoint Grill and Ovenette—a complete kitchen range in miniature. An electric cooking stove so light and compact that you can easily carry it from room to room, use it on the dining table or set it away on a shelf, and yet will cook the family meals or a single dish.

# Australian General Electric Co Ltd.

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To Plant Executives ...

## When your Engineer and our Representative put their heads together ~

**W**HEN one of our representatives comes to your plant he brings a practical knowledge of machinery and a specialised knowledge of lubrication.

Your man contributes his knowledge of operating conditions and the problems in your plant.

Thus they meet on common ground. They discuss the problems of lubrication from the standpoint of such practical matters as efficient machine operation, overhead charges, coal waste, repair bills, etc.

The full force of our lubrication knowledge, gained through many years of study and experience, will be focussed upon your individual plant—upon the lubrication needs of each engine and machine.

We are frequently called upon by plant owners to make a complete survey of their equipment and operating conditions. This survey we call a Lubrication Audit. We shall be glad to tell you about the Lubrication Audit on request to our nearest branch. It is a service we render to plant owners without obligation on their part.



# Lubricating Oils

*A grade for each type of service*

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VOL. 3.

No. 5.

PRICE  
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*"Buffalo"*

IDEAL FOR YOUR SUMMER HOLIDAYS

**Buffalo**

THE MOST DELICIOUS

TOURIST BUREAU

*"The Hills"*

loveliest

**BY TRAIN**

ain Resorts

TO GET THERE

THE BEST THING ON THE TABLE

*"More please!"*

KEEP

Eat

DELICIOUS

TAKE SOME

IT IS A NOCOBIT

May 1926

# PURELY AUSTRALIAN



## OLD GOLD CHOCOLATES"

6° & 1° Tablets  
½ lb & 1 lb. Boxes

MADE BY *MacRobertson*  
MELBOURNE AUSTRALIA.

*MacRobertson*

The Mark



of Efficiency

# "Metrovick" ELECTRIC MOTORS

BRITISH MADE

Obtainable in all sizes, AC or DC

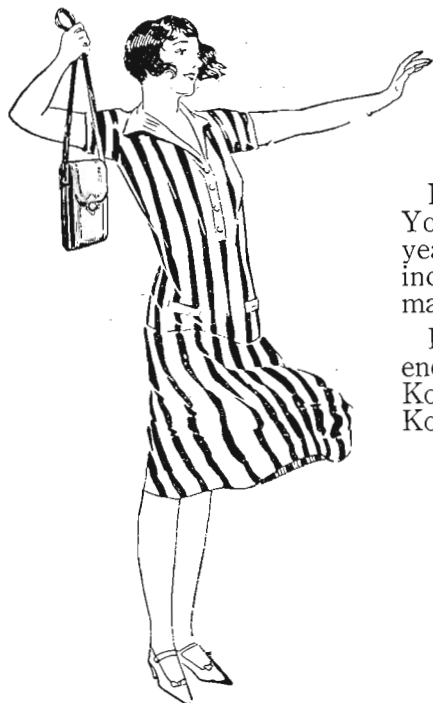
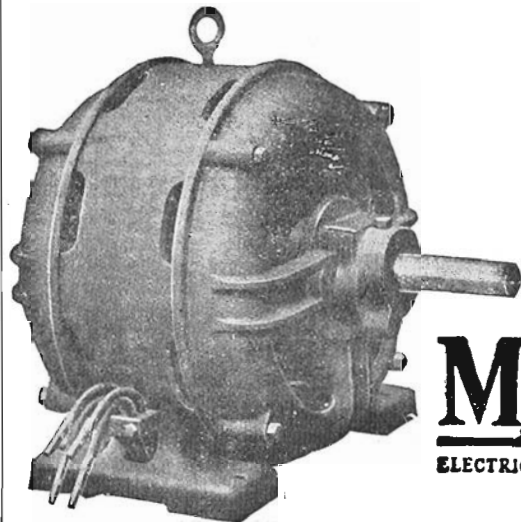
We have world-wide experience in the design and manufacture of ELECTRIC MOTORS to suit all conditions, and will be pleased to give any information desired to meet specific requirements.

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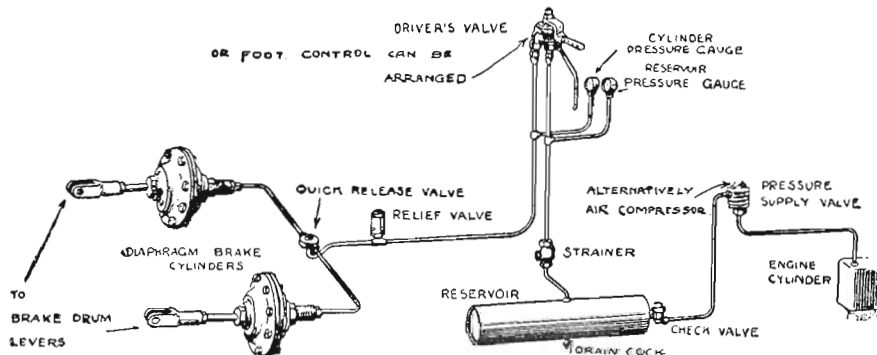


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# The Victorian Railways Magazine

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## PRINCIPAL CONTENTS FOR MAY

	PAGE
NEW LINE OPENED FROM MOAMA TO BALRANALD, N.S.W.	By F. L. Mauger 5
CROSSINGS—FROM THE DRIVER'S POINT OF VIEW.	By Henry Pottage 8
LORD STRADBROKE'S FAREWELL TO RAILWAYMEN	Courtesy and Punctuality Praised 9
SUPPOSE THERE WERE NO NORTH-EASTERN VICTORIA	.. .. . 10
A review of railway work in the North-Eastern District	
CITY FOLK INSPECT THE BETTER FARMING TRAIN	.. .. . 11
THINGS WE ARE TALKING ABOUT	Railway Matters of the Moment 12
Electric Railway Bulletins—Long Station Platforms—Loud Speakers at Spencer Street	
SCIENCE AS APPLIED TO TRANSPORTATION	.. .. . 14
YOUNG RAILWAYMEN SEEK EXPERIENCE	.. .. . 15
THIS MOTOR CAR RUNS ON RAILS	By Richard Hughes 17
A graphic description of a run in a Departmental Officer's motor	
FILLING MELBOURNE'S MILK JUGS	How the Railways Transport Milk for Melbourne Households 18
TRAVELLERS APPRECIATE THE RED CAP LUGGAGE SERVICE	By F. H. Redding 19
SEYMOUR HAS THE BUSIEST COUNTRY REFRESHMENT ROOM IN THE STATE	.. 20
WINNING CO-OPERATION AND LOYALTY	Methods adopted by a Successful Executive 21
SUCCESS OF DIRECT FRUIT DELIVERY SCHEME	Consumers Appreciate the System 22
YOUNG RAILWAYMEN GET TOGETHER	.. .. . 23
THE GUARDIANS OF THE RAIL	Why My Job is Important By J. Wenn 24
VETERAN PASSENGER ENGINE DRIVER RETIRES	.. .. . 25
Mr. J. A. Ashworth's last day on the footplate.	
SENIOR OFFICERS SAY AU REVOIR TO MR. H. N. MAY	.. .. . 26
OLD VETERANS HAVE INTERESTING HISTORIES	A Chat with Seymour Retired Men 27
MR. A. E. HYLAND LEAVES FOR DUTY AS DIRECTOR OF AUSTRALIAN TRADE	.. .. . 28
PUBLICITY	
RAILWAY PRIZE WINNERS RECEIVE REWARDS	.. .. . 29
OFFICERS TO STUDY METHODS IN U.S.A.	.. .. . 31
INDUSTRIAL STANDARDISATION IS OF NATIONAL IMPORTANCE	.. .. . 32
WARRAGUL RAILWAYMEN ARE ENTHUSIASTIC ORGANISERS	.. .. . 33
IMPORTANT BUT UNOBTRUSIVE WORK DONE BY THE ESTATE OFFICE	.. .. . 34
ARE YOU INTERESTED IN HOME BUILDING	A New Feature of Interest to Railwaymen 35
EFFICIENT BRAKES ARE ESSENTIAL	By F. Boadle 36

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## TOPICS OF THE MONTH



### Pleasing the Umpire!

**M**ANY people think that they are umpiring the game of life so far as they are personally concerned. They make a big mistake, for as sure as night follows day someone else is watching the game and is able to give decisions which will vitally affect the future.

The thinking man soon discovers that there is someone else he has to please, but the unthinking continue complaining through life that the successful man "is in favour with the boss."

\* \* \*

At a football match one knows the player who stands in favour with the umpire. It is the man who plays the game.

Compare the two games—life and football! The successful footballer lives a clean life; he's a quick thinker, and is always prepared to meet Mr. Unexpected and deal with him.

It's much the same in the game of life. If we unfit ourselves by late hours and incorrect living we are going to find disfavour with the umpire—in this case our employers. We are soon relegated to the background.

\* \* \*

Apply the same reasoning to our railway service as a whole. If we repeatedly miss opportunities to enhance our reputation for efficiency we cannot successfully meet the threatening competition.

In this case the Public is our Umpire! Let's play fair with him and earn his goodwill and respect.

### Barbarisms of Borderism

**V**ICTORIAN railwaymen will be vitally affected by the extension of their system into the territory of another State. This became an accomplished fact last month, when the line to Balranald, in the fertile Riverina district of New South Wales, was officially opened.

\* \* \*

Apart from our pleasure at the fact that it means another nail in the coffin of interstate jealousy, railwaymen should welcome any railway extension which will open up this wonderful country of ours. More settlement means more business for the railways and more business means greater scope for advancement for the individual railwayman.

It is admittedly true that Victoria has much to gain by the lines being pushed into the Riverina. Not only will there be the railway freights, but business from this fertile area will be directed towards Victorian cities and towns. On the other hand, New South Wales will gain by the increased population and production, with consequent increased revenue.

\* \* \*

The Barbarisms of Borderism are being gradually dispelled, and we look forward to the time when everyone on this great continent will be wide-vised Australians.

Adoption of this spirit made other nations great. It's a worthy ambition. Let's make it ours!

## Railway History Made by Opening New Line from Moama to



*The first Station Staff to be appointed to Balranald is shown above with the District Superintendent, Mr. W. Tredinnick. Left to right: Mr. W. Bassett, S.M., Mr. W. Tredinnick, Porter R. Jones and Junior Clerk E. Hunter.*

Railway history in Australia was made last month when, on April 4, the line from Moama to Balranald—the first of those constructed under the terms of the Border Railways Agreement between Victoria and New South Wales—was officially opened for traffic.

*(By F. L. Mauger.)*

**T**HOUGH Australia is still a comparatively young country (if we omit, of course, the aeons in which the aboriginals held complete sway), the spectacle of the opening of a new railway excites but little interest beyond the district served by the railway.

But there was something singular regarding the opening of the railway line from Moama to Balranald, N.S.W.—“the Great Romance,” as it was aptly termed by the chairman of the Railway Commissioners (Mr. Clapp).

Although the writer still regards himself as youthful, he can well remember the inconvenience to which passengers travelling from New South Wales to Victoria were subjected by customs officials delving among luggage—searching for smuggled goods. The inter-State customs barrier was swept away by the establishment of Federation, but, unfortunately, inter-State jealousies did not fade away concurrently.

The passage of the years, however, has had a mellowing effect, and a great blow was struck at the remnants of inter-State friction when the special train—one of the largest ever run in Victoria—containing parliamentarians from Victoria and New South Wales, as well as leading railway officials (including the Secretary for Railways, Mr. E. C. Eyers, and the Bendigo District Superintendent, Mr. W. Tredinnick) steamed into Balranald, in the Riverina area, on April 4.

The opening of this line—119½ miles long—signalled the first fruits of an agreement between the States of Victoria and New South Wales which will provide for the extension of four, and possibly five, railways from Victoria into the Riverina.

Concurrently with railway construction, negotiations for voluntary subdivision and settlement along the route of the new line have been carried out. The result is that 31 estates suit-

able for mixed farming have been subdivided into 275 farms, comprising 360,705 acres. Of these 150 farms, totalling 188,370 acres, have been selected, the average price realised being £5447 per farm of 1255 acres.

In addition, seven estates, suitable for grazing, have been subdivided into 62 blocks, aggregating 311,135 acres, of which 39 blocks, totalling 192,291 acres, have been selected.

Negotiations in regard to the subdivision of other large estates are proceeding, and it is expected that a further 65 farms will be soon available.

There seems to be every justification, therefore, for the statement by the Victorian Minister of Railways (Mr. Eggleston) that New South Wales is standing up well to its part of the contract.

Figures supplied by the Minister of Railways, Mr. Eggleston, give some idea of the volume of trade which may be expected as settlement extends. He said that the Balranald line, which will ultimately cost £670,000, had been used as construction progressed, and in a few months great quantities of live stock and produce had been carried over it. The live stock included 5000 cattle and 142,000 sheep, and the produce 176,000 bags of wheat and 8800 bales of wool. These figures augured well for the future of the line.

Several anomalies had been removed, such as border rates on produce, and it was proposed to separate passenger traffic from goods traffic. A rail motor would be run to a satisfactory timetable.

The Premier (Mr. Allan) at another function said he was glad the day had arrived when the Murray barrier had actually broken down.

Apart from the rather tumultuous manner in which the ex-Ministers, Messrs. S. Barnes (Vic.) and R. Ball (N.S.W.) were greeted, in



Some of the official party, including the Chairman of the Victorian Railway Commissioners (Mr. Clapp)—sixth from left—photographed on the day they visited Yanga sheep station, 14 miles from Balranald.

recognition of the zeal they had shown in connection with the formulation of the Border Railways Agreement, one of the features of the opening ceremonies was the impression created by a speech by Mr. Clapp. The Chief Commissioner took his coat off, figuratively speaking, of course, at the banquet at Balranald, and indicated his attitude to many problems in a straightforward manner.

He invited the Department's prospective customers if they had any grievances to "get them off their chests" as quickly as possible. The Department did not object to criticism, provided it was fair and reasonable. Without the co-operation of railway users the Department could not provide an efficient service.

The motto of his Department was "Service"; its ideal, "One Hundred Per Cent Efficiency"; and its slogan that of International Rotary, "He Profits Most Who Serves Best."

In referring to the fact that the Department was out to help the producer, Mr. Clapp said that Departmental slogans, such as "Eat More Fruit," and "Grow More Grass," had been ridiculed to some extent. But he did not mind that, provided the people talked about these things. This was one of the ways the Department attempted to assist the producer.

#### "Where's Your Fruit?"

In his characteristic "fresh" style, Mr. Clapp upset the equilibrium of the organisers of the banquet to some extent by pointing to the dining tables, and inquiring "Where's your fruit? Why is there not any on the tables?"

"Get busy, and grow some," he added; "and we will help you market it."

Apart from the deficiency referred to by Mr. Clapp, however, the caterer had done his work well, and there is little doubt that at the next Balranald banquet there will be no absence of fresh fruit, even if it has to be brought from Victoria.

But the most arresting portion of Mr. Clapp's speech was that which dealt with the Department's road competitors—"road pirates," as he termed them.

After opening up the subject by declaring that it was not sufficient that the Riverina should be opened up by new railways, but that the railways should be fed by good roads, he jumped with both feet, on to the road pirates.

"You have been chloroformed, and do not know it," he said. "You make a road, kiss it good-bye, and hand it over to a bunch of pirates who pay practically nothing towards

the maintenance of the roads they soon destroy. It is not fair that railways should be constructed at great cost to open up new country and then be deprived of their just dues. We are out to meet this competition wherever and whenever it arises, and, if necessary, we will go on to the New South Wales roads as we have done in Victoria."

Mr. Clapp declared himself an out-and-out "throughrating" man, and said he was heartily in favour of the adoption of a uniform gauge throughout the Commonwealth. He was dead set opposed to the third-rail hotchpotch.

He referred in enthusiastic terms to the Reso trains and to the Better Farming train. He said that it was, no doubt, good business to improve the quality of wheat and the standard of pigs, but a great deal more should be done for the comfort of women and children outback. In this regard, Sister Peck and her colleagues on the Better Farming train were doing invaluable work.

#### Smart Construction Work

Reference was made to the smart work of the Railway Construction Branch at the opening of the line by Alderman Wall, of Moama, who said that every man had done his part, and the branch was a credit to the Department.

At Balranald the Minister for Railways, Mr. Eggleston, said he had been told that if all the workers did their work as well as the men in the Construction Branch there would be no cause for complaint.

Later, Mr. Clapp paid a tribute to this branch, and added that the others were equally keen on doing their best for the public. They wanted to help the people, and they wanted the people to co-operate with them in every way, and thus remove causes for complaints.

I would like to pay a tribute to the efficient manner in which the Department looked after the 90 guests accommodated on the train. Greater men than I have borne testimony to the excellent treatment meted out on Reso or other special trains. This, of course, is not the place to discuss the question whether the man who drives the engine or the chef who cooks the bacon is the most indispensable on such a journey as we undertook. Suffice it to say that the train crew was characterised by ability and civility (as distinct from servility), and in regard to this section of the Service, at any rate, Mr. Clapp may reasonably claim to have attained his ideal of "100 per cent. efficiency."

## Photographs of Balranald Line Opening Ceremonies



*Cutting the ribbon at Barnes, the first station on the new line, where it was declared officially open for traffic. The three central figures are the Premier (Mr. Allan), Mrs. Lyons, Mayoress of Moama, who cut the ribbon, and the Minister for Railways (Mr. Eggleston). Mr. Barnes, who during his term as Minister for Railways was one of the prime movers in having the Border Railways Agreement ratified, is on Mr. Allan's right.*



---

*District landowners and settlers were interested in the special train. It was a great event for them, the opening of the line signifying the realisation of their hopes of a quarter of a century.*

---



*The special train carrying the official party arrives at Balranald and receives a great welcome from district residents.*

### How the Australian Aboriginal Says "Eat More Fruit"

THE above slogan has become a by-word in recent years. It has been made the subject of song and story, of the comedian's joke, and it has done a great deal of good in directing attention to the need for disposing of the fruit crops of our settlers in the irrigation areas.

But how would the Australian aboriginal use the slogan? A civilised aboriginal informs us that his tribal interpretation of "Eat More Fruit" would be:—

"Junga weyonbarkarum jerinyuk," which, being interpreted, means "Eat a larger number of fruit."

# The Victorian Railways—A Great School

"This is the right time and moment for us as Commissioners to declare ourselves in regard to men like Mr. Hyland, who go out into the world from the service of the Victorian Railways. We want it to be known that when one of our men can receive more outside than we could give him, that man goes forth with our blessing and good wishes."—The Chairman of Commissioners (Mr. Clapp) speaking at the farewell to Mr. A. E. Hyland.

MR. CLAPP declared that the above policy had been the treatment which he had personally received during his career. As far as he and his fellow Commissioners were concerned, they would carry out the same policy and would not stand in the way of any officer or employe who felt that he could do better outside the Service.

"We encourage every man who is determined to succeed," Mr. Clapp said. "We know full well that as a man goes out there are hundreds of others following him, striving to improve themselves. That is the spirit we want and that is the spirit we are striving for."

"That is why we facilitate the way for our

young men who go abroad for experience on their own initiative. That is why we are sending our officers overseas to broaden their knowledge and to see how things are done in the other countries of the world. We don't like to lose any man from the Service, but when they leave to improve themselves they go with our very best wishes.

"There have been a few of our best men go to outside positions, and many more will go. Their going gives us this one thought—that the Victorian Railways is one of the greatest educational mediums for the training of men in this community which we serve. It is a great school."

---

## Engine Driver Discusses Crossing Problem

Have you ever tried to realise the enginedriver's feelings concerning the dangers of level crossings? He crosses the most crossings, and is therefore qualified to speak with authority. Some new thoughts on this problem are here presented.

(By Henry Pottage, Enginedriver, Coleraine.)

AS a Victorian engineman on a branch line, I see enough of the continually-growing motor traffic to convince me that something will have to be done sooner or later—and the sooner the better—to regulate the traffic at public railway crossings.

I have been reading where several of the States in America have adopted a "stop law" at all level crossings, whether there is a train in sight or not.

This must certainly be a boon to enginemen. They then know that a car driver sees the train, if one were visible.

Much of a present day loco. man's worry is on account of his not knowing if the motorist sees his train. Many of them will travel full speed to within a few yards of a crossing before stopping, without giving any indication that they see the train.

Not all, however, There are some, and I think the good practice is growing, who stop well back, and hold out a hand or give some other sign of the acknowledgment of the approach of the train. I feel like shaking hands with these people for their thoughtfulness.

The "stop law" would enable the motorist to hear a train or its whistle. It is impossible to hear an engine whistle from a fast travelling motor car, only under favourable circumstances.

"Cross Crossings Carefully" is a good slogan, to which might be added "And Stop Before You Cross."

The motor hog who races the train over

crossings deserves the severest punishment. He should be compelled to drive a locomotive for ever over innumerable crossings, where motor cars are racing in front of him over each one!

If motorists consider that they have a prior right to a public railway crossing, then let us have a rule that all trains must stop, and cross over the road at a walking pace.

But consider the issues involved before making the rule!

It means that, say, two or three hundred people are to be delayed, sometimes for hours on a long journey, for what? Perhaps two or three in motor cars.

Also, consider that trains are all timed to run to schedules, while motor cars usually are not. A delay to, for instance, the Adelaide express may react on the whole railway service from Brisbane to Perth.

This reduces the idea of trains stopping at crossings to an absurdity. The simplest may see it.

To sum up: As an engineman, I would say to motorists: "When approaching a railway crossing, look both ways. Slow down. Stop well back—say, 50 yards—if a train is approaching within half a mile (more, if on a down grade), Remember, the engineman may have 500 to 1000 tons to control. You have about one ton."

Paste this little bit of advice on your windshield for future reference, and you will relieve us enginemen of a great deal of worry.

*Distinguished Passengers*

## Lord Stradbroke's Farewell to Victorian Railwaymen

*Before leaving Victoria the Governor (Lord Stradbroke) sent the following letter of appreciation of railway services to the Chairman of Commissioners (Mr. Clapp), for the information of all railwaymen in this State:—*

"I SHALL be glad if you will accept yourself and convey to your fellow Commissioners my thanks for the assistance you have given me at all times in connection with railway arrangements. Lady Stradbroke and I have appreciated very much the attention that has been shown us and the trouble taken to make our travelling comfortable.

"There are a number of people who have been responsible for arranging for our convenience whom I may not have met, and I shall be obliged if you will convey our thanks to them as well as to all those with whom our travelling has been associated.

"Lady Stradbroke and I have always been met with the greatest civility from all the railway people, and we have enjoyed the meals provided from the refreshment services, while the punctuality of the trains on which we have travelled these five years in Victoria has been most remarkable.

"While remembering the pleasant and interesting tours we have made on the railways throughout the length and breadth of Victoria, both Lady Stradbroke and I will follow carefully the fur-



*Lord and Lady Stradbroke photographed at Spencer Street Station before boarding the Sydney Express for the first stage of their journey to England.*

ther development of the railways, on which the increased prosperity of the country so much depends."

"Yours sincerely,

"(Sgd.) STRADBROKE."

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## Controversy Concerning the World's Busiest Station

REFERENCE is made in the February issue of the "Railway Gazette" (London) to the footnote on our front page picture of the January number, which describes Flinders Street Station, Melbourne, as "The World's Busiest Station."

The paragraph in the "Railway Gazette" caused considerable discussion in the Melbourne press, so that the official figures concerning the station may be of interest.

Flinders Street and Princes Bridge Stations (which may be regarded as one) pass through the barriers 282,000 passengers each day during a period of normal traffic. This is the average daily figure for a tally taken in December, 1924.

There may be some doubt whether Flinders Street and Princes Bridge should be regarded as one. So far as the Victorian Railway ad-

ministration is concerned, they are one station, controlled by one Stationmaster, and operating as one. No. 1 platform of Flinders Street Station runs right through to Princes Bridge, which, apart from this platform, has only two platforms.

According to enquiries made by the "Railway Gazette," at the Liverpool Street Station, London, the total number of passengers passing through daily is 244,336. The figures for Waterloo Station are 146,000.

It will thus be seen that Flinders Street Station has the greatest traffic density of any station in the world, the reason being, of course, that the suburban traffic is concentrated on this station, whereas in London it is scattered among a dozen smaller stations which handle nearly 500,000 people daily.

# Supposing There Were No North-Eastern Victoria

The surest way of determining the importance of town or district is to discover exactly what influence it exerts over other towns and districts. Would it make a great difference to anybody but its own residents, if, say, an earthquake suddenly swallowed it up? If the North-Eastern district of Victoria is critically analysed in this fashion, the immediate conclusion is that it is one of the districts which the State could least afford to lose.

**S**UPPOSING that fertile, wedge-shaped tract of Victoria, extending along the Murray from its source to Echuca and converging on Seymour, ceased to be! Let us see how Melbourne, and Victoria generally, would be directly affected by this disaster.

The first obvious result would be the destruction of Victoria's only direct rail connection with Sydney. Until another railway line had been constructed from Echuca or around the coast from Orbost, Interstate travellers would find it necessary to go across country by motor or on bikes, or else by boat.

Altogether, 723 miles of railway track would be destroyed, including a sufficient number of rails to stretch end on end from Sydney to Wellington, in the North Island of New Zealand, and then on past Christchurch, in the South Island.

Then, Melbourne's firewood supply would slump badly. Two-thirds of the total wood supply for the metropolis comes from beyond Seymour, and at the present time no less than 2000 truck loads of firewood are stacked around Violet Town station alone, waiting transport to the city.

## Seventy Per Cent. of Victoria's Livestock

Victoria's live stock traffic would also be seriously affected. To an aggregate of 16,698 trucks of cattle, sheep and pigs handled by the several railway districts in 12 weeks, North-Eastern Victoria contributed 11,788 trucks, or more than 70 per cent. of the total. In one week, 1316 trucks were handled. The next best weekly record for one other district was 332 trucks.

Further, the disappearance of the Seymour district would make a considerable difference to Mr. Melbourne's breakfast table.

For one thing, there wouldn't be nearly so much fruit, canned or fresh, on view. The district's fruit output has been booming lately. For 1922-23, the railways loaded 919,111 cases, for the next year 1,149,553; and for '24-25, 1,112,005—well on to 3½ million cases for three seasons.

During the past four months, 3260 trucks have been loaded with fruit—2134 going to Melbourne, 803 to the Harbour City, and 323 to various other stations where the people are acquiring the "Eat More" habit.

And it would be a catastrophe if the can-

ning factories at Kyabram, Shepparton and Mooroopna passed out of existence. During 1923, 3,533,000 two-pound tins of fruit were turned out at Shepparton alone. This total had jumped to 6,113,550 tins in 1925, and the proprietors will be greatly surprised if they fail to reach the 8,500,000 mark this year.

Kyabram's output of canned fruit has also doubled in the last three years, and the Mooroopna works, which have just been commenced, are out to give equally as good an account of themselves.

## Heavy Wool Traffic

Again, if there was no North-Eastern Victoria, the State's production of wool would, in a figurative sense, sag at the knees. Seymour's district sent 99,583 bales of wool, 11,022 bags and 166 fadges by rail during the 1925-26 season, and 98,084 bales, 10,843 bags and 329 fadges the year before.

Turning to Seymour railway centre itself, we find that an extensive earthquake, such as we are presuming, even if confined solely to Seymour railway property, would wipe 354 names off the official railway rolls (201 Rolling Stock men, 93 Transportation, and 60 Way and Works), with a consequent decrease of £3950 every fortnight in the Department's pay roll.

In addition, a fine Way and Works depot, and an up-to-date locomotive shed, with a well-equipped turnery, neatly arranged store, coal stage of 950 tons capacity, and 34 engines, which cover 15,412 miles in a week and consume 100 tons of coal daily, would have to be struck off the list of Victorian Railways assets.

## Seymour Yard is Busy

The amazingly busy Seymour yard would also be prevented from establishing any more records. Between 9 p.m. and 6 a.m., as many as 32 goods trains have been dealt with, and during February the total tonnage passing through the yard was 225,298, and the number of vehicles 36,827, giving an average of 10,507 tons and 1534 trucks daily.

Victoria's progress is linked inseparably with the prosperity of the North-Eastern district, which in turn depends largely on the efficiency of its railway service, to which the men in the Seymour district are so loyally contributing.

# City Folk Inspect Better Farming Train

In co-operation with the Agricultural Department, the Victorian Railways Department arranged for the Better Farming Train to be on view for public inspection in the Flinders Street Railway Yard, Melbourne, after its recent tour to the Wimmera district. It was a move much appreciated by metropolitan residents.



*Boys of the public schools spent an interesting time when they visited the Better Farming Train at the public inspection in the Flinders Street Railway Yard, Melbourne. They are here seen commencing their tour of the train.*

THE inspection was arranged at the request of the New Settlers' League, which organised Country Promotion Week in Melbourne to bring prominently before the notice of city folk what the man on the land is accomplishing and some of the difficulties with which he has to contend.

The train was made available for two days, and on each day there was a steady stream of interested spectators passing through the train.

A total of approximately 2000 city folk saw the train on the occasion of this inspection—the third which has been arranged for the benefit of metropolitan residents. Included in the visitors were 635 senior scholars of the Melbourne public schools and the high schools and technical schools. Many of these lads were interested in the land, intending to take up an agricultural career when their studies end at school.

They were keenly interested in all they saw, and there is not the slightest doubt that they obtained considerable information which will stir their ambition to make first-class farmers and stock breeders. They will also be impressed with the need for the application of science to modern farming.

A feature of the inspection was the welcome by Dr. Robertson, the Officer of the Agricultural Department, in charge of the train, extended to delegates to the Annual Conference of the New Settlers' League.

Representatives were present from all States, and expressed admiration for all they saw on the train.

In the afternoon, Dr. Robertson broadcast a description of the train from the parlor car provided for the convenience of the staff. This broadcasting was done through the courtesy of 3LO, and many country residents were thus able to hear something of what the train is accomplishing.

Although the Governor, Lord Stradbroke, had seen the train on several occasions, he took the opportunity of this public inspection to again visit it, arriving unannounced, and viewing every exhibit with keen interest. He is a firm believer in farmers adopting modern methods, and has always stood solidly behind the Better Farming Train and what it has set out to accomplish.

Among the visitors was the Agent-General for Victoria (Mr. George Fairbairn), whose headquarters are in London, but who was in Victoria on a short visit of inspection to renew acquaintance with business and other conditions in this State. He also expressed admiration for the train.

Sir Thomas Lyle and other leading business men of the city were among those who visited the train, which was complete in every detail, as when operating in the country.

The complete Better Farming Train will now lay up for a few months, the next tour being planned to the Mildura district in July. Meanwhile, the women's section of the train, which has proved very popular and a wonderful means for disseminating information concerning domestic economy and baby welfare, will make independent tours to specified districts.



# Things We Are Talking About

“Reso” Tour Postponed—Long Platforms—Staff Bulletins—Loud Speakers at Spencer Street—Tourist Cabinets in Hotels—Electric Railway Bulletin

## If at First You Don't Succeed—

**R**AILWAYMEN should not be disappointed or disheartened if their ideas for the improvement of the Service are not accepted. Non-acceptance does not mean that the suggestion was without merit. Many excellent suggestions are received, but conditions of operation render their adoption inadvisable. There may be a number of reasons why a suggestion cannot be adopted at once.

The Betterment Board has only one object—the improvement of the Service, and anything which the Board considers can be adopted with advantage is accepted. If you think the Board has not fully grasped the meaning of your suggestion, drop in and have a talk with them, when a personal explanation may clear the air.

## The Electric Railway Bulletin

*The Victorian Railways Department now issues a weekly intimation to metropolitan train users, setting out in brief and pointed lan-*



## Millions of Money!

**YOUR MONEY!** You built  
Electric Trains with it—the  
Best Trains in the World.

Comfortable, Speedy, Reliable, Punctual  
and Safe.

## Use your own Electric Trains

*guage the advantages of travel on the Melbourne suburban electric trains. The new publication is entitled "The Electric Railway Bulletin," the first number of which is reproduced above.*

*The "Bulletin" is issued every Wednesday morning, and appears on the special boards provided on all the suburban stations in the Melbourne electrified area. Considerable interest has been created by the "Bulletin," and there has undoubtedly been a stimulation of interest in a service which a considerable portion of the public looked upon as a matter of course.*

*Sketches and pictures illustrative of the growth of Melbourne's transportation system will be introduced on the sheet from time to time.*

## Staff Bulletins Issued

**T**HE Commissioners last month inaugurated the issue of a monthly Staff Bulletin to every railwayman in Victoria. The object of the bulletin is to direct attention to matters of interest to railwaymen, not only in their work but in their everyday life.

Bulletin No. 1 brought to notice the fact that approximately eight men were injured every day during the course of their work on the Victorian Railways. Is it any wonder that the Commissioners are whole-heartedly behind the "Safety First" movement?

The second topic in the Bulletin deals with good health, and gives nine commonsense rules for health insurance. It is requested in the third topic that every railwayman submit at least one suggestion a year. It was emphasised that no suggestion is too small. Every one will be fully considered whether it means a monetary saving or not.

## Long Station Platforms

**I**N a recent issue of the "Railway Gazette," published in London, mention was made of the fact that by the junction of two platforms Manchester now had the longest platform in the world, viz., 2175 feet. It was also mentioned that Perth (Scotland) had the second longest platform with 1691 feet.

But the writer of the paragraph did not know of No. 1 platform at Flinders Street Station, Melbourne. This platform is 2006 feet 2 inches long, and must therefore take second place in preference to Perth.

Other platform lengths mentioned in the paragraph were:—York, 1692 feet; Waverley (Edinburgh), 1680 feet; Aberdeen (Scotland), 1596 feet; Crewe, 1509 feet; Victoria (London), 1500 feet; Cambridge, 1396 feet, and Albury (N.S.W.), 1350 feet.

## “Reso” Tour Postponed

**A**RRANGEMENTS were well in hand for the conduct of the twelfth tour of the Victorian National Resources Development Train to Gippsland in April, but owing to the continued dry spell the Commissioners were reluctantly compelled to cancel this tour.

It was felt that it would be unfair to the districts to expect residents to show visitors round when the country was looking so dry. Fortunately, rain did come before the train was due to run, but the time was then insufficient to enable the necessary organisation to be completed.

The tentative programme of future "Reso" tours includes a visit to Mildura in July, to the Western District in September, and to Gippsland in November.



*These lads, who have just entered the Department, had two weeks' instruction at the Institute before taking over their duties. Messrs. Price and McCulough were the instructors.*

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### Loud Speakers at Spencer Street

FOR some considerable time the Victorian Railways Commissioners have been considering the installation of a system of loud speakers at Spencer Street Station, Melbourne.

To experiment with the system, the Commissioners installed what is known as the public address system, and this was used for the first time during Easter.

A microphone is fitted in the Man in Grey's cabin, and connected by wires to loud speakers placed at various points on the platforms to permit of the broadcasting of important information in relation to the running of trains.

The system is being closely watched to ascertain whether its permanent installation would be justified.

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### Public Appreciates Good Service

THAT the public appreciates the personal touch in the service rendered it by the Railways Department is indicated by the requests received in recent months for stationmasters to remain in districts where they have been for several years.

Of course, these requests could not be complied with, because it meant that the stationmaster concerned would have to forgo his promotion.

In every instance the townspeople have paid a high tribute to the way in which their business with the railways have been conducted by the stationmaster and staff, and genuine regret has been expressed at the parting.

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### An Accident Costs Us £100

AT Flinders Street Station a Motorman's kit bag was placed between two seats on a suburban platform.

A lady passenger fell over the kit bag and sustained injury.

This accident involved the Department in the payment of £100 in compensation.

After reading of this accident, no Motorman, Guard or Porter should need to be told

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### Tourist Cabinets in Hotels

TO afford visitors to Victoria full opportunity for becoming acquainted with the tourist resorts of Victoria, and also of Australia generally, the Victorian Railways Commissioners have installed in the lobbies of the leading hotels in Melbourne 14 literature racks.

These racks are of tasteful design, having been manufactured at the Departmental Workshops. Every tourist booklet or folder issued by the Department, also booklets dealing with special campaigns, is given a place in the rack, and these are supplemented by the booklets from other States and overseas.

These are all available free of charge, and it is confidently expected that the attractive display will induce visitors to read the literature and spend more time in this State.

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### Timely Advice

UNDER the heading, "Timely Advice," the "Morning Post" refers to the Careful Crossing Campaign being conducted by the Victorian Railways Department:—

"Mr. Clapp's warning, 'Cross Crossings Carefully,' has come at an opportune time, for next week there will be thousands of motorists venturing out into the country, where the roads run across the railway lines.

"In the Rail Chief's slogans there is always a sentence that arrests attention and is full of wisdom. 'Disaster will not respect you' is such a sentence, and those motorists who dash up to crossings at 40 miles an hour without taking care to see that there is no train near would do well to paste that particular piece of wisdom in their hats."

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of the importance of placing things where they will not be a danger to passengers.

The Motorman concerned in the above incident states someone transferred the kit bag from the platform seat where he left it.

Place things in a safe place away from interference by others.

# Science As Applied to Transportation

*Science is now being closely applied to railway transportation, and in practically every branch scientific methods are being used. Some of the latest developments overseas are here discussed.*

**A**MONG the railway innovations of recent months is a French locomotive which uses steam first in a high pressure turbine, then passing it on to a low pressure turbine. These operate a dynamo, which supplies current to eight motors, one on each axle. It is claimed that this engine is four times as efficient as the units at present in operation.

Experts declare that the possibilities for further economy in steam locomotives are limited.

Actual practice in America and England has proved that oil electric locomotives can move freight at one-quarter the cost of steam locomotives. The possible fuel savings in the future are enormous if this type of locomotive is adopted for general use.

American railways expect that their expenses will be reduced by at least 20 per cent. a year if the oil electric locomotive comes into general use. Losses due to standing time will be decreased, turntables will be unnecessary; coal stages, ash pits and water supply systems will be gradually abolished.

The greatest advantage of the oil electric locomotive is said to be the fact that it can be introduced gradually and worked with the present steam units. A feature is the absence of smoke, noise and dirt associated with steam running.

Five trunk lines entering New York City have placed orders for the new type of locomotive. By a six-day test one company proved that while a steam locomotive showed a fuel

and lubricating cost of £14 15s., that of the oil electric locomotive was £2 8s.

The oil electric locomotive can haul a passenger train from New York to San Francisco without re-fuelling. It may be likened to a form of electrification in which the power plant is carried on the engine.

A future answer to roadway competition is the gasoline-driven railway car. One car and two car units are already in operation in England and America. A Diesel oil electric car, mentioned in the last issue of the "Magazine" as having travelled across Canada without the engine stopping, marks a new era in railway transportation.

This car is 60 feet long, and will carry 56 passengers, with their baggage. The fuel cost over one 334 mile stretch was only 14s.; lubrication cost was one-seventh of one half-penny a mile. The car developed sufficient power to haul a trailer on a 6 per cent. grade, and on its run across Canada, an average of 52 miles an hour was obtained.

New devices are also being introduced in other spheres of railway activity. The telephone has taken the place of telegraph in 56 per cent. of American railways. Loud speakers are being installed in signal boxes to increase efficiency.

An electric rail-laying machine handles 39-foot rails, and does the work of 10 men in uncoupling the old rails and of five men in bolting the new rails.



*Publicity having been given in overseas magazines to the cleanliness and absence of smoke of railway terminals, the following photographs of the Flinders Street Yard, Melbourne, is of interest. Electrification of the suburban system has made this yard one of the cleanest in the world. This picture was taken during the slack period of the day, when many trains were out of commission. The yard presents an entirely different scene during the peak traffic periods, when every train is in running.*

# Young Railwaymen Seek Experience

After careful perusal of a big list of applications, the Victorian Railways Commissioners have selected the following young railwaymen for service with overseas railway organisations. They will be granted leave of absence, will pay their own way, and will be offered special facilities to widen their knowledge with the companies mentioned.

**G**ENERAL experience is the objective of Mr. M. Bett, of the Auditor of Receipts Branch, who is proceeding to America to work under the auspices of the Illinois Central Railroad Company, in one of the vacancies allotted for young Victorian railwaymen.



Joining the Auditor of Receipts Branch in 1910, Mr. Bett, who is 31 years of age, has been in continuous service with that branch ever since, with the exception of five

years' absence on service with the Australian Imperial Force overseas.

Mr. Bett's skilled knowledge of accounting was made full use of by the A.I.F. authorities, who allotted him, among other positions, as paymaster at No. 2 Command Depot, Weymouth, England, for a large portion of the period of his service. Mr. Bett is an accomplished pianist, and the possessor of a good baritone voice, so that he should make many friends in America.

**M**R. G. E. NELSON, 35 years of age, engine driver, has been selected to represent the locomotive men. He joined the Department in 1912,



when at the State Mine at Wonthaggi, being allotted the position of cleaner. He quickly rose through the grade of fireman to driver, and had experience at Bendigo, Stawell, Port Melbourne, and, latterly, North Melbourne, whence he has been allotted to many of the principal runs in Victoria.

He is looking forward keenly to the experience to be gained in America with the Illinois Central Company, realising that transportation in that country will offer him ample scope for his activities.

Mr. Nelson has been a keen student at the Victorian Railways Institute classes, in addition to taking part in many of its other activities. His hobby is boating, and if there is one regret in leaving Victoria it is that he will have to leave his motor canoe, capable of doing up to 15 miles an hour. The Illinois Central is the company to which he has been allotted.

**M**R. D. L. MacDONALD, Assistant Electrical Engineer in the Overhead Superintendent's Division, regards himself as extremely fortunate in being selected for duty with the Pennsylvania Company of America. His pleasure at being selected is shared by his father, Mr. A. MacDonald, of the Secretary's Branch.



Winning of a scholarship at the State School when 13 years of age enabled Mr. MacDonald to complete his studies at Wesley College, which he attended for four

years. There he won a University scholarship, and did another four years there, which he made such good use of as to win his degree as Bachelor of Electrical Engineering.

Joining the Department in December, 1921, he was loaned to Messrs. Merz and McLellan, then engaged in installing Melbourne's electrified system. He was for 15 months thus on loan, and has been with the Overhead Superintendent since then, being in charge of the field work connected with overhead electric installations.

Mr. MacDonald is only 25 years of age, is a keen tennis player, and full of enthusiasm for his work. He regards it as an honor to be afforded the opportunity to continue his studies overseas.

**T**HE younger of the two young men going to Clayton Wagons, England, is Mr. L. C. Fox, aged 22 years, a fitter at Newport Workshops.



Mr. Fox is a keen young railwayman, who joined the Department on February 17, 1919, as an apprentice fitter. He was stationed at Benalla for two years, but returned to Newport. He holds a Depot Foreman and Leading Hand's certificate, and is said to be one of the youngest

men holding these certificates in the Department.

Mr. Fox was looking forward to his trip

### GOVERNOR APPRECIATES PUNCTUALITY.

When the Victorian section of the Sydney Express arrived at Albury on April 7 from Melbourne the retiring Governor of Victoria (Lord Stradbroke) and Lady Stradbroke, then on their return to England, stopped beside the locomotive and shook hands with the engine crew, Driver W. James and Fireman E. Williams.

His Excellency commended the crew on the punctuality of their express, and remarked that he had always been pleased with the punctuality of trains on the Victorian Railways.

The other engine crew, which did its share towards the punctuality of the express on the night Lord Stradbroke's party travelled, consisted of Driver R. Stevens and Fireman J. Henderson, who had charge on the run from Melbourne to Benalla.

with the keenest interest, realising that it presented an excellent opportunity for gaining experience, and for widening his knowledge. His hobby is work, although he follows football as a club supporter.

**M**R. W. E. ELLIOTT, 27 years of age, patternmaker, of the Way and Works Branch, Spencer-street, will be Mr. Fox's companion working with Clayton Wagons Limited. Mr. Elliott joined the Department in May, 1914, being posted to the Signal Shops at Newport as patternmaker.



War service called him in May, 1916, and he was absent from Australia for three years, serving with the 5th Battalion, and being

wounded once. His position was waiting for him when he returned to Australia. After a short period with the Department the call of the land impelled him to take up a block, but the training of an engineer could not be dropped in a day, and the Department claimed his services again.

Mr. Elliott did three years' study in engineering and draughtsmanship under the supervision of the technical branch of the Repatriation Department.

He is keen on his work, and when he saw that Clayton Wagons were willing to take two young Victorian railwaymen, he at once applied for the position, and was selected from among many applicants. He is a keen photographer, and hopes to find many subjects for his camera when he visits England.

## Country Ticket Collections Improved

**T**HE percentage of non-collected country tickets on the Victorian Railways has been considerably reduced in recent years, largely as a result of team work and co-operation by the country station staffs.

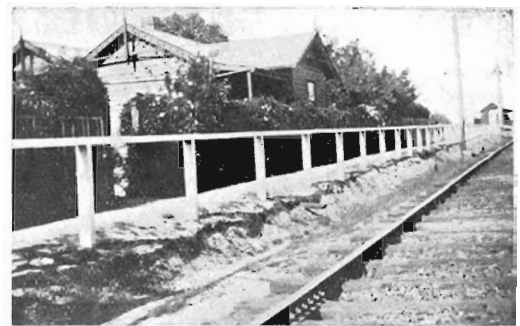
The District Superintendents have entered wholeheartedly into the campaign to reduce the number of uncollected tickets, and quite a healthy rivalry has been created among the seven railway districts in the State.

Deserving of special mention are the caretaker stations, some of whom collect 200 tickets in a month and obtain 100 per cent. efficiency, not one ticket booked to those stations being missed.

In many instances, if a ticket is reported missing, the caretakers enquire as to who in their district has been travelling in recent weeks, and in this way the missing ticket is often traced and recovered. It is not unusual in cases where intending passengers have at the last moment decided to travel by car and not handed up their railway ticket for them to be located and the ticket requested.

In the following table it will be seen that by comparison with January, 1921, there has been a considerable improvement. There was an increase in the number of uncollected tickets in January and April, but these months always show a worse percentage, due, no doubt, to the fact that they are holiday months, when in the rush traffic there is a greater risk of loss of tickets in collection:—

District.	Jan. 1921.	Jan. 1925.	Apr. 1925.	July 1925.	Oct. 1925.	Jan. 1926.
Metropolitan . . .	9.7	3.7	3.1	2.9	2.9	2.8
Bendigo . . . . .	8.5	2.0	1.5	1.2	1.5	1.6
Maryborough . . .	6.9	1.8	2.1	1.2	1.3	1.8
Ballarat . . . . .	6.7	1.7	2.1	1.3	1.3	1.4
Geelong . . . . .	7.0	2.0	1.8	1.1	1.5	1.8
Seymour . . . . .	7.5	1.5	1.3	.8	.8	1.1
Dandenong . . . .	8.8	1.9	1.8	1.2	1.1	1.0
Percentage for whole State	8.5	2.7	2.3	1.8	1.9	2.1



This is the home of Repairer G. Jacobs, at Springvale Road, Tunstall, who was awarded first prize for the best-kept departmental dwelling and garden in the Melbourne suburban area.

# This Motor Car Runs on Rails

A road like a billiard table, a straight 60-mile run without a vehicle in front, a comfortable motor car that steers itself and has no troublesome tyres, and an entire absence of traffic cops—what motorist ever asked for more? There is only one way to secure those conditions, and that is to take a trip in one of the special rail cars used on the Victorian Railways by officers on duty. Put on your overcoat and muffler and come for a two-hours' spin in one of these motors along the railway track between Seymour and Melbourne.

(By R. Hughes)

WE climb into the front of the car and button up our coats, for there is a chill in the keen evening air, and we have a 60-mile run before us. The driver fumbles with the clutch, the flange wheels begin to revolve, and we glide slowly and smoothly over the points, past the Seymour refreshment rooms, with a crowd of open-mouthed travellers staring from the platform and across the subway alongside the signal box.

It is 7.25 p.m., the stars are already twinkling, and on both sides of the track the mysterious shadows and mists enveloping the trees and bushes herald the approach of night.

Our driver switches on the powerful headlights and movable spotlight against the glass windscreen. The car gathers speed, the iron wheels roar against the rails, and the wind whistles around and about us as we speed down a gentle slope, and over the Goulburn River bridge.

## As the Driver Sees the Track

And now, for the first time, we see the railway track as only an engine driver sees it at night. The glaring headlights throw a vivid circle of light on to the two long shining rails stretching ever ahead, and we can pick out every detail of the track and ballast as it rushes into the light, flashes underneath us and is left far behind.

Here and there a new sleeper stands out sharply and definitely from its darker and more seasoned companions. Pieces of paper are thrown into bold relief, and occasionally the dazzling glare rests momentarily on a discarded bottle, shrinking shamefacedly from the enforced publicity.

We pass over a soldier's hat lying right in the centre of the track and apparently dropped by some trainee returning from the military camp at Seymour.

There is a matchbox which has been tossed carelessly from a train and which has, by some freak, perched neatly on end on one of the rails.

Beside us flash the telegraph poles with monotonous regularity, and away to the left an enormous red moon pushes its way cautiously over a dark clump of trees on the crest of the black hill that sprawls alongside us as far as we can see.

A warning post rushes towards and past us, and our driver sounds his siren again and again and sweeps the searchlight at the windscreen from side to side as we roar down and through a level crossing.

Over to the right we catch a glimpse of burning fires, ranged in long regular lines.

"Blacks' camp!" shouts our driver. "Lots of them about here."

He sounds his siren again as we swoop past a station and over a gaping ashpit that looks capable of swallowing us easily.

A dark animal about the size of a dog, with its head apparently on fire, faces us in a crouching position beside the track. The driver picks it out with his searchlight, and discloses a fox slinking back towards the fence. Its flaming eyes give the uncanny impression of fire.

## Scared Hares Race Us

Every now and again, a scared hare races along beside the track and disappears in the shadows before we overtake it.

And then, far ahead, we hear a chime whistle, two fierce glaring eyes suddenly appear round a curve and a heavily-laden goods train towers above us.

A hot current of air eddies around the car, there is a deafening hiss of escaping steam, and two white curious faces are craned down at us as the engine roars past, followed by the clanking trucks. Two big trucks attract our attention—they are apparently loaded with glow-worms.

"Sheep!" yells the driver. "Eyes always look queer!"

And so on and on we fly—over bridges and under bridges, across level crossings, through stations, past bare open spaces and thick bush, between steep cuttings and along high embankments, while the moon, as though not anxious to lose sight of us, climbs higher and higher above the horizon.

## Nearing Melbourne

But now lights are becoming more numerous—we are nearing Melbourne. We cross the Keilor Road bridge and sweep through Essendon station, where an electric train is drawn up at the platform. Heads emerge inquisitively from the windows, and curious strollers in the street below halt and stare as we pass.

Over the Park Street level crossing, through the maze of lines between North Melbourne and Spencer Street, and across the Viaduct, and we draw up between the Essendon and Port Melbourne platforms at Flinders Street, with the hands of the big tower clock indicating 9.15 p.m.

A crowd of interested travellers watch us jump out of the car and stretch our cramped limbs.

# Filling Melbourne's Milk Jugs

Railway porters do not deliver milk to householders but the Railway staff performs a job which has just as much to do with the filling of Melbourne's milk jugs as the production and door-to-door delivery of the milk. They see that the hundreds of milk cans daily entrusted to their care are handled carefully and expeditiously, and that they are afforded the quickest possible transit.

**T**HE fresh milk poured into John Citizen's tea or coffee cup every morning might have come from one of several districts.

It might have come from the Stony Point, Mornington, or Red Hill districts. It might have been forwarded from some of the big dairy farms around Fern Tree Gully, Hurstbridge, Healesville, Warburton or Whittlesea. And it's quite likely that it might have been included in one of the consignments from any of the stations this side of Bendigo, Seymour, Ballarat, Warrnambool, or Bannockburn.

More often than not, however, it will be found that the healthy cows in Eastern and South-Eastern Victoria are responsible for its appearance on the breakfast table, and consequently a glance at the arrangements made by the Railways Department to transport the milk from Gippsland to Melbourne daily will serve as an indication of the elaborate attention which this traffic receives all over the State.

Every afternoon at 3.15 p.m. (half-an-hour later on Sundays), a milk train leaves Moe, and picks up the milk cans from all stations en route to Dandenong.

Both Trafalgar and Darnum generally despatch 160 cans, and Yarragon, Warragul, Drouin, and Longwarry 80 each, while the remainder of the stations offer on an average a score or so apiece, so that, when the last can is trundled aboard at Dandenong, and the guard, with an anxious eye on the clock, flutters his green flag, more than 800 milk cans, each containing 30, 40 or 50 quarts, have been loaded.

## Sunday Milk Trains Are Necessary

This train reaches Flinders-street at 10.15 p.m., after stopping at Caulfield and Toorak to leave milk for dairies in those suburbs, and a large number of Melbourne householders take in this milk from their doorsteps next morning.

The bulk of South-Eastern Victoria's milk comes up to Melbourne on the 9.36 a.m. from Nyora every morning. Twenty-five cans are transferred from the 7.20 a.m. from State Mine, and at Koo-Wee-Rup, in addition to a local supply of about 30, 100 cans or thereabouts from Strezlecki line stations are awaiting the arrival of the Nyora train.

The 9.36 a.m. picks up 180 cans at Caldermeade, 70 at Clyde, and smaller consignments of 20 and 30 at other stations. Cranbourne, not content with 35 cans of ordinary milk, sends forward the same number of boxes of special "Lady Talbot" baby milk from the big farm in the district.

Milk from the South-East also reaches

Melbourne by the 5.5 p.m. from Korumburra—Bena, Jeetho, Loch and Nyora sending most; while the afternoon mixed train from Wonthaggi gives dairy farmers at Lang Lang, Caldermeade, Koo-Wee-Rup, Tooradin, Clyde, Cranbourne and Lyndhurst yet another opportunity to get rid of their cans.

Unfortunately, Melbourne doesn't stop drinking milk on Monday morning because the day before happened to be a holiday, and so the Railways Department runs a special Sunday milk train from Lang Lang at 5.30 p.m., which connects at Dandenong with the Moe milk train, the two proceeding thence to Melbourne as one train.

During winter months louvres are supplied for this traffic, but in the hot summer iced trucks are available.

It is in the summer, too, that most milk is required, the increase being due to the eager cries of the ice cream manufacturers as they endeavour to cope with the insatiable demand for the dainty.

## Dairy Hands Help To Load

To assist the vanman and guard in the loading of the milk at the different stations, the local dairy hands work to a special roster. The cans are assembled on the platform immediately opposite the truck which is allotted to that particular consignment. Two men get inside the truck, two stand at the doors, and sometimes as many as seven or eight work feverishly on the platform trundling cans up to the door.

Dawdling on this job is decidedly unpopular, and at Caldermeade 160 cans have been loaded inside seven minutes.

The empty milk cans are returned daily to the Eastern district dairies by the 2.40 p.m. down Moe, and 12.35 p.m. on Sundays, and to the South-Eastern people by the 2.55 a.m. down goods.

To facilitate handling, and to eliminate faulty marking and addressing, cans from each line now bear distinctive colored rings and special numbers.

For instance, No. 4, with a blue band round the neck of the can and black lettering, indicates that the can has come from the South-Eastern line—Lyndhurst to Won Wron and Alberton; while No. 19, with two green bands separated by a black band, is the approved label for the Bannockburn-Navigator line.

This innovation has proved a boon to the railway staff and to the dairymen, and has materially reduced delays, besides securing a desirable standard of uniformity.

It further illustrates, also, the special attention which the milk traffic receives at the hands of the railways.

# Travellers Appreciate the Red Cap Luggage Service

Few railwaymen come into such close personal contact with the travelling public as porters, especially the Licensed Red Cap Luggage Porters. Victoria's Red Cap men perform a very necessary and important item of railway service.

(By F. H. Redding.)

SO many aspects of service are now included in the modern railway transportation system that the average traveller takes them all as a matter of course, and does not think of the many activities necessary to ensure him safe, speedy, and comfortable transit by train.

Not the least important aspect of railway service at a metropolitan terminal is that of the luggage porters, and there is no necessity for me to apologise, therefore, for taking up your time by giving a brief description of the work of the luggage porters at the metropolitan stations—Flinders Street and Spencer Street.

Many people do not know that licensed luggage porters are not employed by the Railways Department, but are licensed every year to carry on their work on the stations.

On May 1, 1903, a system, known as the Licensed Luggage Porters, was commenced on Melbourne's leading stations. Rules and regulations were framed by the Railways Commissioners, and a scale of charges fixed. Licensed Luggage Porters were authorised to carry luggage on these stations, and to collect the charges laid down. The number of luggage porters is limited to ensure a reasonable remuneration to the men concerned, but sufficient are engaged to give the best possible service to the public.

## Success From the Inception

The system has proved a success from its inception, and is greatly appreciated by the public. The red cap men are always at the service of travellers, and it is many months since I have heard a single complaint of inattention or incivility. Every man in the force knows that he is in a privileged position, which enables him to come into direct contact with the public, and that anything he says or does which may not be in keeping with the standard of the Victorian Railways reflects on the service as a whole. Though in the strict sense luggage porters are not railwaymen, in another they are an important section of the railway family.

Each red cap porter works to a roster, and obtains a fair share of the work offering. The following positions are allotted to 26 licensed luggage porters each week according to the roster number of each man:—Nine porters at each luggage hall at Spencer Street station, one hall being located at the Bourke Street

entrance, and the other near the Collins Street entrance; one porter does duty at the cloakroom daily, and others can be called by press bell when required. Three porters work the two suburban platforms, and others can be called by phone and be at the service of a passenger in two minutes. Five men work Flinders Street Station, and Princes Bridge Station is worked by phone to the luggage hall at Flinders Street. A porter can reach any part of the station within three minutes.

Very little fault has ever been found with this system, and overseas travellers frequently comment on the detailed assistance they receive on these stations with regard to the handling of their luggage.

The men are selected from various positions in the service, their experience having given them a very good knowledge of country stations and railways working in general. This often saves the time of the Official in Grey, who is a very busy man in the peak period of arrival or departure of country trains.

## Forty Years in the Service

Some of the red cap men have been for 40 years in the service. One of our number, Mr. H. De Lisle, is a holder of the Royal Humane Society's medal for bravery in rescuing a child who had fallen in front of an approaching train at Richmond some years ago.

My service with the red cap staff extends over 14 years, and I have had many pleasant associations with individual members of the public during that time. My experience shows that 99 per cent. of the travelling public are reasonable and give us credit for being human. We are called upon to undertake all sorts of tasks during rush periods, but I have found that a pleasant manner and a realisation of the state of mind of people who are unaccustomed to travelling enables me to deal with them effectively and at the same time leave them with a higher opinion of our service.

I would liken the railway porter to the shop-walker in a big emporium. In this very big business of transportation, the porters come personally in touch with the traveller, who, perhaps, has had a long journey, and when he arrives at his destination he is feeling weary and tired. I try to place myself in his position, and can quite realise how he appreciates some kind attention and civility and perhaps a smile, which is always infectious. I am a great believer (Continued on page 74).





*Conclusive proof of Seymour's progress is afforded by a comparison of these two photographs. The one on the left is the first stationmaster's residence, built in 1870, and the other is the fine home of the present S.M. (Mr. J. C. Boyd). The old residence is about to be pulled down to make way for the new Institute Rooms.*

## Seymour Has the Busiest Country Refreshment Rooms in the State

Heavy interstate traffic makes Seymour railway refreshment rooms the busiest outside the metropolis. There is a staff of 34 at the rooms, which are managed by Mr. and Mrs. A. Moore, who have been there for the last 12 months.

**B**OTH Mr. and Mrs. Moore display a marked disinclination to talk about the hard work and effective organisation they perform themselves, but they unite in singing the praises of their staff.

"During holiday time we might have less than half an hour between crowded trains," Mr. Moore points out, "so that there's not over-much time to clear the tables, wash and dry the dishes and cutlery and get everything ready for the next invasion of hungry passengers."

"We have accommodation in the dining-room itself for 80 diners, and we hope to have that accommodation increased before long. There are 10 tables, and each takes eight diners, one waitress looking after 16 patrons."

"And we haven't got anyone on the staff who's afraid of hard work."

The most spectacular part of the refreshment business occurs at the long counter in the room adjoining the diningroom. Light refreshments are available there, and a moving picture producer seeking ideas for a representation of, say, the flight from Pompeii or the Charge of the Light Brigade, could not do better than take up a strategic position near the bar and watch the excited inrush of famished passengers through the wide doors as soon as an express arrives at the station.

The vanguard usually comprises a handful of alert seasoned travellers who have given

their orders by the time the main body begins to stream in. Old and young, sturdy and frail, tall and short, plump and thin, all sorts, sizes, shapes and conditions of humanity jostle towards the counter, each and every one's sole concern clearly being to wrap his or herself around a satisfying amount of refreshment with the least possible delay.

The bare mention of the quantity of food consumed in a month at the Seymour refreshment rooms would be exquisite torture for any chronic dyspeptic. Half a ton of sugar, 553 dozen buns and scones, 564 gallons of milk, 456 lbs. of butter, 927 large loaves of bread, 2790 lbs. of sausage meat, 1192 of lamb, 1072 of corn beef—these are all fairly representative items for February, which, by the bye, is not an unusually heavy month.

In addition, brisk business is done at the fruit stall on the platform, where during January last 75 cases of oranges and 70 cases of peaches were numbered among the sold.

The well-equipped bar is another popular feature of the rooms, and liquor from Seymour's wine cellar is supplied for the dining cars on expresses as ordered.

Cigarettes, tobacco, confectionery and soft drinks also disappear from behind the counters with a rapidity that speaks well for the buying capacity of the Victorian railway travellers' pocket.

# Winning Co-operation and Loyalty

Here's the remarkable story of a man who, taking charge of a struggling organisation, converted bankruptcy into profits within a year. How he obtained co-operation and won lasting loyalty. His methods are interesting, and should be inspiring to executives in whatever capacity.

**A**WAY back in 1901 five large machinery manufacturing companies in America were consolidated, but though they had been successful singly the combination proved anything but a dividend producer.

So bad did things become that in 1912 a receivership became necessary. Now, there are receivers and receivers, but the right man was evidently chosen on this occasion. So successful were his methods that within a year the receivership was dissolved.

Let us pass from the man himself—O. H. Falk—to his methods. What did he do? Discharge troublemakers? Put the fear of God into others? Upset the applecart and start afresh?

Nothing of the sort! He approached the job determined to make as few changes as possible. Furthermore, he did not tell the men how to run their jobs.

"In fact," he says, "I told them I did not know how, and did not mean to learn. I looked upon it as my function, the true executive function, to obtain co-ordination of effort throughout the organisation in accord with well-established principles of management; such as thrift in the use of all physical properties—fair and square treatment for every individual—the winning of the kind of co-operation that accompanies loyalty and interest—financial good health—and excellent quality in products.

## Faith in the Ability of Men

"Faith in the ability of men to do their own jobs is a cardinal principle with me. I've always believed in giving jobs to men in whom I have confidence, clothing them with full responsibility, and leaving them alone—no meddling, no fussing, no perpetual why don't you do it this way?" I know there are several ways to do most jobs, and another man's way may not be mine. If I lack confidence in a man I simply don't ask him to undertake the job in the first place.

"One of the first steps was the inauguration of weekly meetings of department managers. I said to them something like this:—

"You know best of anybody the problems of this business, and I want you to bring them to these meetings. We'll thresh them out here in open discussion. Every man will have a chance to be heard. After we have discussed to everybody's satisfaction, we'll vote. The majority carries the decision. The one thing I ask you is, don't leave this room with an animus against anybody. Fight it out here. Say your say, argue as much as you care to, then vote. If you carry your point, you'll be happy. If you don't carry your point, accept the decision manfully, and don't carry

away a grudge that can do nothing but harm to you and the company.'

"The interest of the company as a whole, not of the individual or branch, was kept constantly to the fore. It is amazing the change which came over the organisation. In course of time men who had found co-operation intolerable discovered they could work together happily and to mutual advantage.

"Jealousy does not enter into the relations between branches now. They are no longer thinking of prerogatives and credit chiefly, but of attending to the company's interests."

## Head Toward Common Objectives

Mr. Falk declares that his conception of management and executive function includes the task of keeping the minds of the organisation headed steadily towards common objectives. That, he says, is co-ordination.

He adopted what he terms "a few A-B-C rules dictated by commonsense." For instance, he never calls a man to task for an error in front of others. He tries to be on the job regularly, and always available with no formality or red tape necessary for reaching him. These rules are placed under the head of "fair dealing."

"I never hesitate to recommend a better job outside our organisation for one of my men if I am satisfied it is best for him," says Mr. Falk. "The men know my attitude, and do not hesitate to ask my advice when they receive outside offers. If I think they would be wise to stay with us, I tell them so. The rule governing this attitude is that fairness to the individual is fairness to the organisation."

## Rules for Financial Health

The rules for financial health that Mr. Falk adopted were that an expenditure must pay its way to be justifiable, that £1 must buy £1 worth, and that it is usually safe to discount your own optimism somewhat.

Summing up, his conception of executive work, gained over a wide experience, is that the top man need not be a specialist in any of the numerous detailed functions of business; that is, he need not be a master salesman, or a highly trained engineer, or a manufacturing genius. Perhaps he is better off if he is none of these things, for specialisation sometimes warps and narrows the point of view. But what he must be is a co-ordinator of divergent activities. Let him be a specialist in that if you like. He must be able to lead, and he must be able to keep the minds of his men directed towards a common objective.

(With acknowledgments to "Forbes' Magazine for Busy Business Men.")

# Success of Direct Fruit Delivery Scheme

There has been much favorable comment and some criticism of the scheme inaugurated by the Fruit Marketing Organisation of the State Fruit Advisory Board, whereby stationmasters were authorised to accept orders for fruit. Considering that the organisation was being tried out and that the season somewhat affected deliveries, the results were satisfactory. So satisfied were the members of the Fruit Advisory Board that they have suggested that the scheme be placed on a more permanent basis. Many letters of appreciation of the scheme were received, among which were the following:—

**I** FELT I would like to write through you to the Growers of Shepparton Orchard, expressing my delight when I opened the cases of fruit (peaches and pears) which we had ordered from the schedule given at the railway station. Had they been picked from our own garden they could not have come fresher to the house. It made the work of bottling and jam-making a pleasure even though the weather was so hot. I am one of many hundreds who wish the railways to continue to provide the luxury of freshly-picked fruits to these outlying districts.—**Mrs. D. E. Sinclair, Bellwood, Rupanyup, writing to S.M., Rupanyup.**

**M**R. Maher's case of peaches arrived, and were highly satisfactory.—**F. Quinlan, Stationmaster, Wai Wai.**

**S**OME firms have rung up expressing satisfaction with the class of fruit received.—**Stationmaster, Clunes.**

**T**HE Elbertas arrived in perfect condition, and I hope this order arrives the same.—**C. Walking, "Belle Vue," Hansonville.**

**C**USTOMERS all seem very pleased with quality of fruit.—**A. Kemmis, Stationmaster, Trafalgar.**

**I** RECEIVED this day the case of peaches in very satisfactory condition.—**William Strong, Francis-street, Clayton.**

**T**HE pears arrived in good order, and were beautiful.—**Mrs. Kilby, Station Caretaker, Kinnabulla, writing to E. Blackburn, Merrigum.**

**P**EACHES came to hand in decent condition, and were good.—**F. E. Goding, Merri-street, Warrnambool.**

**Y**OUR organisation is proving a great boon to many in this district, who wish it every success.—**Francis F. Bainbridge, Yea.**

**I** WAS very pleased with the last half-case of peaches. They were all sound, and we never lost one.—**K. J. Winnell, Tallarook.**

**F**RUIT arrived in perfect condition. Will you have tomatoes and black Hamburg grapes later?—**M. Rowan, Olinda.**

**W**E received your half-case of apricots in good condition, and are very pleased with them. One is diffident about trying new methods, but after the promptness of your organisation, one need have no doubts.—**A. F. Tait, "Kerann," Myrnong-grove, Upper Hawthorn, writing to Mr. Blackburn, Merrigum.**

**I** THOUGHT you might be pleased to know that the case of peaches I received from you arrived in perfect condition. I was delighted with the fruit. The last of it was eaten to-day, just dead ripe. Many thanks for it; shows your careful packing.—**M. M. Farlane, Higham-street, Cheltenham.**



Salt does not look so appetising when seen in the bulk. Here is a large sheet obtained from the Horseshoe Lake at Beac.

## Fruitgrowers' Appreciation of Station Staff

**F**OR a number of years, the fruitgrowers and commission agents of Wandin, particularly those who use the railways for the transport of their produce, have recognised the services of the railway staff at Wandin by making them a present as a mark of appreciation of good services rendered.

The Stationmaster (Mr. Foley) and his assistant (Mr. Coleman), both realising the difficulties under which the growers' labour, never fail to do their utmost to help users of the train, and at times display a great deal of patience.

In recognition of this service, and of the good feeling existing between the staff and the growers, the latter decided to continue the practice of showing their appreciation by making a small presentation to each of the staff.

Several of the growers and lady friends gathered on the platform of the Wandin station, when Cr. Jas. Wallace, on behalf of the growers and commission agents, presented Mr. Foley with a set of aluminium saucepans, complete on stand.

Cr. Wallace thanked Messrs. Foley and Coleman for the valuable help and information they had given when required, and hoped that for a long time to come they would remain in charge of Wandin station.

The two other members of the staff, Messrs. Trevelyan and Wiskin, were made the recipients of a silver cigarette case.

Mr. Foley (says the district newspaper) has only been in charge at Wandin for a short time, but he has made a great many friends. Mr. Coleman has proved his worth by doing all he possibly could to lighten the burden of the growers.

Mr. Foley, on receiving the presentation, said it came to him as a great surprise, especially as he had been in charge for only a short period.



Staff at the Kaniva Railway Station—(left to right)—Lad Porter T. Kohl, Station Master J. Downie, and Assistant Station Master E. Gale.



## Young Railwaymen Get Together

Something new in railway administration in Victoria was inaugurated on Friday, March 19, when, at the request of the Metropolitan Superintendent (Mr. T. W. J. Cox), 450 junior clerks and porters from suburban stations assembled in their own time at the Railways Institute to discuss transportation efficiency and to "get together" for the general improvement of the Service.

"THE day is long past when administrators can get along without the co-operation of the men doing the job," said Mr. Cox, in opening the conference. "This meeting has been convened to enable you to consider the advisability of forming some organisation whereby you may come together to discuss among yourselves and with senior officers matters affecting your own welfare and that of the Service."

Mr. Cox pointed out that the suburban railway system had now reached a high state of efficiency on the mechanical side, but there were many ways in which it could be improved with regard to the contact of the staff with the public.

In these days of growing competition it was imperative that every man in the Service co-operate for rendering the best possible service. The public would go where it was well treated, and it behoved railwaymen in their own interests, as well as those of the Service, to do everything in their power to popularise railway travel.

He was satisfied that it was possible for the porters and junior clerks to do better work. Courtesy was essential. Even when members of the public appeared to be discourteous or short in their manner they should not be treated likewise, but should be given better treatment in return. Individual members of the public were carrying loads of worry of which we had no conception, and a kind word and courteous treatment would do much to help them along their way and enhance the reputation of the Department.

Good appearance was also an essential. Uniform was given to railwaymen to distinguish them from members of the general public and to assist the public and facilitate railway work. The public had no respect for a service which did not respect its own uniform.

Stress was laid by Mr. Cox on the need for

care in the checking of tickets at the barrier. He quoted instances of laxity on the part of members of the staff with regard to this. Those who were negligent in this duty, when they had ample opportunity to pay careful attention to it, were not honest with their employers. In their own interests, and in the interests of the Department and the State as a whole, they should take every precaution to see that no loophole was left for dishonest or careless travellers to defraud the revenue.

Mr. Martin Herriott, Assistant Stationmaster, Newport, who is the secretary of the Metropolitan Transport Officers' Association, comprising stationmasters and assistant stationmasters, also addressed the boys, and pointed out that there was ample scope for promotion if they took advantage of every opportunity for gaining knowledge and experience in their younger days. By attention to duty they would be brought to the notice of their superiors, and promotion would follow provided they had the necessary experience and ability.

The young men in the Service would be future managers of the railways, and the people in this State were looking to them to obtain a thorough grasp of the essentials so that they would be able to conduct this big enterprise on right lines. His association would be pleased to co-operate with the boys at any time on matters affecting their general welfare.

"If there is one thing stressed more than another in America, it is the giving of service," said Mr. W. Thomas, Assistant General Superintendent of Transportation, who had just returned from an extended tour of the United States. "We cannot give good service unless we know our business, and the first essential for the successful railwayman is that he knows his business in every detail."

Mr. Thomas kept his hearers interested by quoting some of the (*Continued on page 73*)

Why My Job Is Important

# The Guardians of the Rail

Transportation men, engine men, and the thousands of others employed in the railway service may do their best, but their work would be useless without solid and serviceable tracks upon which to run the trains. Unseen by the majority of travellers, a highly efficient staff of trackmen works silently to ensure the smooth and regular running of Victoria's trains. Mr. Wenn, Ganger, of Clyde, here tells something of the work of the track force.

**W**E all know that, before we can build up a structure of any kind, we must have a foundation. The foundation of the whole railway service is the hundreds of miles of track stretching out in different directions, without which there could be no railway service.

Now, this track, unfortunately, is not a solid structure put down to outlast the service. It must receive constant attention, repairs, and alterations, and the job of keeping it in safe condition, the very foundation of the service, belongs to the track ganger and his men.

Of course, we have the administrative staff, and supervising officers, but the responsibility for the safety of thousands of lives, every minute of the day, rests directly on the man on the job (the track ganger), as far as the safety of the track is concerned.

In case of fire, flood, landslip, or any other failure of the track, he is the man upon whom rests the responsibility of allowing trains to pass over at all, or at normal or reduced speed, the portion of track affected.

If the track is not safe for the passage of trains, he is called upon to use initiative

to restore the track to running condition, in the shortest possible time, by temporary expedients, which call for thought and initiative and skill.

He is supposed to make temporary repairs with what material he can command.

A track ganger must satisfy himself every morning that every inch of his section of track is in good running order, and will remain so until his next inspection.

It is also his responsibility to notice any defects in all bridges, culverts, wooden structures, telegraph lines, fences, signals, etc., although these do not come under his immediate control.

It is his duty to make temporary repairs to any of these which might interfere with the running of trains.

He should also notice anything wrong with passing trains, such as truck doors open, under-gear dragging, train on fire, hot boxes, etc., or if the train is not complete.

### Watch Dog for the Service

In fact, he is the watch-dog of the whole service. He is also at the beck and call of different branches to assist them if required, and in this way very often takes the responsibility of the safe running of trains, while repairs are being effected or structures built, which do not come under the heading of track work, but which affect the safety of the track.

Extra responsibility is often thrown on the track ganger when inexperienced men are put in his gang to receive training for the work. This necessitates more personal supervision, and he is expected to personally engage in work as well as supervise.

I could go on to tell of many duties of a trackman which go to make his job important, such as acting as pilotman (in the event of a failure of the electric staff), fog-signalman, etc.

And yet trackmen are designated navvies or "snake charmers," which means anything but men with ability and intelligence.

Speaking of navvies reminds me of one of the many little episodes in my career which helped to relieve the monotony of constant hard work. A lady and a girl about eight years old walked along a footpath near where myself and gang were working.

The child stopped and looked at us. The mother said to the child, "What do you want to stop looking at those navvies for?"

"Oh, mother!" said the girl, "are they navvies?" On being told by the mother that they were, the girl exclaimed, "Oh, mother! Aren't they like men!"



*Mr. James Clarke and his fireman, Mr. Frank O'Neill, the engine crew of the Better Farming Train. Mr. Clarke's headquarters have been at the North Melbourne Loco. Depot for 42 years. He has been the driver of the Better Farming Train on all its tours.*

## Veteran Passenger Engine Driver Retires

**A**FTER 39 years' service with the Victorian Railways, Driver James Albert Ashworth stepped down from the footplate of his A2 last month. Mr. Ashworth is shown herewith, shaking hands with Mr. Cornish, the Chief Loco Foreman at North Melbourne, on the completion of his last run.

To Mr. Ashworth belongs the distinction of having driven on every line leaving Melbourne, and on practically every line in Victoria. He joined the Service in 1887 as a cleaner at Port Melbourne, and subsequently saw service at Bendigo, North Melbourne, Benalla, and back to North Melbourne. He was for many years on the big wheel roster, i.e., a first-class driver in charge of expresses, and drove the Sydney Express.

The careful driver does not claim to have an eventful career, and Mr. Ashworth is in this category. He is a keen advocate of "Safety First," and is proud of the fact that not once did he have to disconnect his engine because of the development of faults while on the run.

He was a keen timekeeper, and earned quite a reputation for the punctuality of his trains. He was also a keen coal conserver, and was the first driver to be elected to the Metropolitan Fuel Conservation Committee. Mr. Ashworth does not take to himself all the credit for saving coal, but pays a tribute to Mr. Dave Way, who was his fireman for five years.

Leaving on the s.s. "Balranald" on April 9, Mr. Ashworth was looking forward to an enjoyable holiday in England and on the Continent, where he hopes to spend twelve months.



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## Cold Weather Affected the Easter Traffic

*Despite rain and cold winds on Easter Monday, railway revenue for the Easter period showed an increase of £5545 over last year, although the actual number of bookings decreased by 7858. The total number of passengers travelling from Melbourne between March 27 and April 6 was 90,618, the revenue amounting to £70,628. Corresponding figures for 1925 were 97,976 and £65,083.*

**T**O meet the traffic, a frequent suburban service was arranged, and many extra trains were run to the country.

On Thursday, April 1, the number of country trains leaving Spencer-street was 58; on Friday, 45; and on Monday, April 5, 40. The usual number of trains from Spencer-street on these days is 28.

Eighteen trains left Flinders-street for Eastern and South-Eastern Victoria on Easter Thursday (this does not include trains to Fern Tree Gully and Healesville), and 12 on both Good Friday and Easter Monday. Seven trains are sufficient for normal traffic.

The heaviest traffic was on April 1, when 24,895 travellers purchased tickets at Spencer-street and Flinders-street, their fares amount-

ing to £17,793. The popular resorts on the Fern Tree Gully, Healesville and Warburton lines attracted 7115 holiday makers on this day alone.

The big crowds were handled well by the railway staff, and although wet weather on Easter Monday necessitated the cancelling of trains and the redrafting of schedules, no hitch of any kind occurred.

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The "Ballarat Courier," in its issue of April 8, had a few words of praise for the hard-worked railway officials.

"It was at least interesting to learn," says that paper, "that on all the trains which came to Ballarat during the holidays there were but few real complaints as far as accommodation was concerned. Indeed, one looks for a certain amount of discomfort at holiday times. The number of trains that passed through the hands of the station staff throughout the week was rather larger than usual. That there has been a maximum of good handling and a minimum of complaint is surely a tribute to the station staff and the Department generally."

# Senior Officers Say Au Revoir to Mr. H. N. May

A COMPLIMENTARY Smoke Social, under the auspices of the Jolimont Lecture Committee, was tendered to Mr. H. N. May (ex-chairman of the Committee) on the occasion of his departure for a trip to England, on Thursday, March 18.

Mr. A. E. Smith, Chief Mechanical Engineer, presided. There was a very large attendance, among those present being Mr. N. C. Harris (Asst. C.M.E.), Mr. F. M. Calcutt (Chief Engineer of Signals), Mr. G. H. McDonald (Asst. C.E.E.), Mr. Jones (Asst. C. Engineer of Signals), Mr. A. R. Stamp (Supt. of Loco Running), Mr. E. Dillon (Supt. of Loco Supplies), Mr. W. A. Ryan (Chief Clerk Rolling Stock Branch), Mr. H. Cooke (Chief Time Tables Officer), Mr. Forrest (Maintenance Engineer, Signal Branch), Mr. J. Taylor (Asst. Workshop Manager, Newport), Mr. Deacon (Acting Workshop Manager, Jolimont), Mr. T. Sullivan (Asst. to the Metro. Supt), Mr. F. James (Engineer Electrical Branch), and many other officers of all branches.

Apologies were read from the Chief Commissioner (Mr. Clapp), Mr. Shannon, and Mr. T. B. Molomby, who were absent in the country; from Mr. Canny (Gen. Supt.), who had a prior engagement; and Messrs. W. Deasy and J. Rist, who were not well enough to be present.

Mr. A. E. Smith traced the history of Mr. May's career since he joined the railway service in connection with the electrification scheme. The success of the electrified system had exceeded all expectations.

The maintenance costs were as low, if not lower, than any in the world, and the efficiency of the service was practically 100 per cent.

Although Mr. May would, before returning from abroad, make enquiries in America and England on behalf of the Department, Mr.

Smith felt sure that, from the standpoint of management and efficiency, he would have little to learn, but would be able to impart information.

On behalf of all present he wished Mr. May "bon voyage."

Messrs. Calcutt, McDonald, Stamp, N. C. Harris, E. Dillon, H. Cooke, J. Gordon, and E. Thornton also spoke.

In reply, Mr. May thanked all present for their attendance and also for the very fine presentation wallet and chain which Mr. Smith handed to him. He stated that the principal object of his visit was to see his father, who was getting on in years, and to pick up some fresh ideas that would be of benefit to the Service.

Whatever success he had had in his management was due to the fine spirit of co-operation among officers of the Service.

Mr. May said that he had taken a deep interest in the lecture session, and was very proud to have such a fine successor as Mr. F. M. Calcutt.

The richest man in the world is he who enjoys life to the full. The man who is only a millionaire in money may be crabbed, grouchy, dyspeptic, and disgusted with himself and the world. The millionaire in health is bound to be bubbling over with vigour, enthusiasm and good humour.

"We haven't seen the end of the motor car industry just because somebody recently shifted a piano from New York to Washington by aeroplane, and we haven't seen the end of railroad development because we happen to have reached a high point in the development of the motor car."—*"Memphis News,"* Scimitar.



This is Station Master J. C. Boyd, of Seymour, with as many of his staff as were available when the "Magazine" cameraman came around.

# Railway Veterans of Seymour



*These old retired railwaymen, who all signed their last payroll at Seymour, and most of whom started at that station, have spent a lifetime in the Victorian Railways. From left to right, they are Messrs. D. McKeddie, D. McLachlan, R. E. Mustow, T. Rogerson, H. Pithie, W. A. Day, G. E. Nippard, E. Jones and H. Dossor. Mr. Hans Lubeck, the oldest railwayman in Seymour, is shown on the middlespread of photographs in this issue. The aggregate length of service of all these railwaymen totals 390 years, sufficient time to take us back to the days of King Henry VIII.*

AMONG Seymour's best known and most popular residents are the many old retired railwaymen who are quietly and happily spending the twilight years of their life in the healthy air of the prettily-situated town.

They can tell you interesting stories of the men they have known and the progress they have seen since the days when motor cars were as rare as bullock-waggons are now in Swanston-street and electric trains were a wild and fantastic dream of the future.

They talk of "poor old Bob Cottrill" and "poor old Harry Brown," who used to run the only two engines that were located at Seymour in 1880—"B112" and a "U" class "buzz-winker." (By the bye, it seems that every railwayman who has passed away is always entitled to the two adjectives "poor" and "old.")

In those days there were two porters, two shunters, and four railway roads at Seymour, and on the east side of the station, where neat streets and rows after rows of houses now spread far down into the valley, one could count only three cottages.

"Yes, poor old O'Connor used to be Stationmaster here then. We all knew him. I remember . . ."

"And old Isaac Chapman, who's living down at Geelong now. Many's the time he roared me up when he was S.M."

"And do you remember when Jack Lee, now Dandenong District Superintendent, was at the station here?"

So their talk runs—one calling to mind an incident or name that has associations for one of his listeners who instantly breaks into another anecdote. Long-forgotten railwaymen, dead for years, live and breathe again, and prominent present-day officials are remembered as youthful porters and clerks.

Old Hans Lubeck is Seymour's most venerable railway patriarch. He joined up in 1872, helped build the railway line to Wodonga, and retired in 1906. Although now nearing the nineties, he is more active than many

middle-aged men, and on the day the "Magazine" camera-man called round to see him he had to be summoned down from the roof of his house where he was doing some repairing!

There are two 1879 veterans—Mr. R. E. Mustow, who first drew railway pay as a cleaner at Maryborough, had 33 years' experience in North-Eastern Victoria, and retired at Seymour as a driver in 1924; and Mr. H. Pithie, who started as a porter and finished up as Stationmaster at Seymour in 1920. Mr. Pithie has the distinction of being the railwayman who opened Mincha station.

Mr. Evan Jones, another young old railwayman, started at Seymour as storeman in 1880, and finished up at the same station in 1916, spending his whole career in the North-Eastern district.

Mr. D. McLachlan can go one better, because he spent his entire 40 years' service at Seymour, beginning as a cleaner in 1881 and finishing as a driver in 1921. Mr. D. McKeddie started in the same year and same position at Echuca, and after experience all over the State, including 29 years in the Seymour district, retired at Seymour as driver in the same year as Mr. McLachlan.

Then there are Messrs. G. E. Nippard and H. Dossor, who both started in 1883—the former (the railwayman who opened Newtown station) finishing up at Seymour as head porter in 1919; and the latter (who was Seymour's first clerk) terminating his career as senior clerk at that station in 1923.

Finally come Mr. T. Rogerson, who began work as a repairer in the North-East in 1885, and retired as driver at Seymour this year, and Mr. W. A. Day, who joined up as a repairer at the same station in 1889, and finished there 36 years later.

Seymour people may well respect these old pioneers, whose careers laid the foundation of the efficient railway service they now possess.



# Mr. A. E. Hyland Leaves for Duty as Director of Australian Trade Publicity

*With the hearty good wishes of his former colleagues for his future success Mr. A. E. Hyland, former Chairman of the Betterment Board, was farewelled by representative officers of all branches on April 17, at a gathering of officers in the office of the Chairman of Commissioners. Mr. Hyland has been granted three years' leave of absence to enable him to take over duty as Director of Australian Trade Publicity in the British Isles.*

**B**EFORE handing over to Mr. Hyland, on behalf of the gathering, a travelling case, a rug, and a gold cigarette case, also a gold wristlet watch for Mrs. Hyland, the Chairman of Commissioners (Mr. Clapp) said that this was one of the occasions at which he felt great pleasure and at the same time many regrets. It was a pleasure to see a good Victorian railwayman going out into the world to represent Australia.

"That is the biggest kind of a job I know for any Australian," Mr. Clapp said. "The Commonwealth Government has considered it necessary, in order to place Australia and Australian products before the buying public on the other side of the world, to come to the Victorian Railways Service for a man to fill the position of Director of Publicity.

"That is the highest compliment that can be paid to any railway organisation and to that organisation's ability for salesmanship.

"It is only in comparatively recent years that salesmanship has been really understood throughout the world in connection with the manufacturing of transportation—that is, the operation of a railway system.

## Leading in Railway Salesmanship

"We, as Victorian railwaymen, take a great deal of pride in the fact that in Australia we are leading in that phase of railway activity. There is no other railway in Australia at the present time which is covering so fully the various phases of railway salesmanship as the Victorian Railways are covering it to-day. We are still a long way from where we should be, but we have started, and I have no doubt that we will ultimately develop our powers of salesmanship to a high standard.

"Mr. Hyland has been right in the firing line in the development of this salesmanship idea, and I feel that every railwayman should be proud of the honour which has been done the Service by his selection. It should instil into the mind of every railwayman the thought to step right out and do the job."

Mr. Clapp paid a high tribute to Mr. Hyland's energy and zeal for railway work. He had commenced at the bottom and had worked up through many positions, acquiring a sound railway knowledge. He had not spared himself in his desire to see the Service advance, and during the time that he and Mr. Hyland had been closely associated in the Chief Commissioner's office, and during Mr. Hyland's chair-

manship of the Betterment Board, there had sprung up between them a close friendship.

"The men responsible for Mr. Hyland's appointment informed me that the announcement of his selection had been received with satisfaction throughout the whole of Australia," Mr. Clapp added. "There was not a critic, not a criticism, not a question. The right man had been chosen."

## Appetite for Hard Work

Mr. Clapp's remarks were supported by Mr. Commissioner Shannon, Mr. Commissioner Molomby, and the Secretary for Railways (Mr. Eyers). They all referred to Mr. Hyland's appetite for hard work, his vision of railway requirements beyond his particular job, and his loyalty to his superior officers.

Mr. Hyland was received with applause on stepping forward to respond. "You have done me a great honour in gathering as you have to-day and in handing me these splendid tokens of your esteem," he said. "I appreciate your action very much, and I also appreciate the words you have been kind enough to express concerning my work with the Victorian Railways.

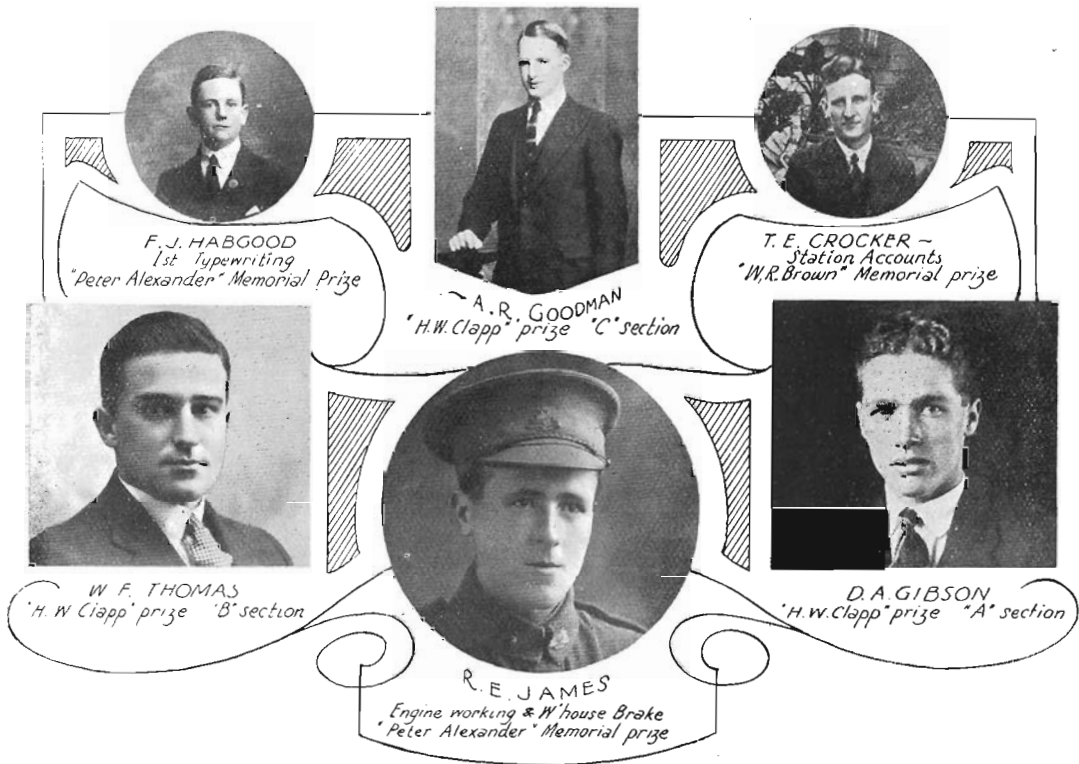
"I may say, however, that anything I have achieved has only been because the Commissioners have developed the commercial ideals of the Department and have given me the opportunity to be connected with this work. This has made it possible for me to be eligible for the position which I am now about to take up. Whether I shall succeed remains to be seen, but I shall certainly do my best.

## Victoria's Railways Have Grown.

"It has been indeed a pleasure to be associated with this great railway undertaking and to see it grow as it has. We have been so closely connected with its growth that we have, perhaps, not noticed it, or realised how much it really has developed. When I came into the Department in 1901 there were 11,000 employees, whereas the roll is now about 28,000. The number of passenger journeys a year was then 55,000,000, whereas they now number 166,500,000. The capital expenditure has increased by more than 50 per cent.

"I will never forget my association with the men who have helped to build up this great organisation. In my new sphere I will still be associated with this great country and its development, and I will ever keep warm in my heart a spot for Victoria and the men with whom I have been connected for so many years."

# Railway Prize-winners Receive the Reward of Study and Perseverance



F. J. HABGOOD  
1st Typewriting  
"Peter Alexander" Memorial Prize

A. R. GOODMAN  
"H. W. Clapp" prize "C" section

T. E. CROCKER -  
Station Accounts  
"W. R. Brown" Memorial prize

W. F. THOMAS  
"H. W. Clapp" prize "B" section

R. E. JAMES  
Engine working & W'house Brake  
"Peter Alexander" Memorial prize

D. A. GIBSON  
"H. W. Clapp" prize "A" section

## Victorian Railways Institute's Blue Ribbon Night was full of inspiration.

AS an indication of the extent of the Commissioners' practical interest in the welfare of the Institute, I would point out that they not only defray all the cost incurred in providing educational facilities for its members, as well as a proportion of the remaining expenses of management, but also bear the cost of erecting the Institute buildings in the country and of equipping the classrooms there.

"They do all this because they desire that every railwayman shall have the opportunity to improve his knowledge of railway work and to thus benefit himself, the Department, and the State generally."

These remarks were made by Mr. Commissioner Shannon, in an address to a crowded hall at the Institute's annual prize night.

Mr. Shannon, who distributed the prizes, pointed out that, although the railway staff totalled 27,000, only 11,145 were members of the Institute, and of this number 3062 took advantage of the facilities provided in the educational classes which cover 13 different subjects.

"I look forward to the day when every railwayman will enjoy the benefits to be derived

from the membership of the Institute," he declared.

The President of the Institute (Mr. J. S. Rees), on behalf of the Council, expressed appreciation of the Commissioners' continued interest in the Institute—not only practical interest, but interest of a personal nature which was of such great help to the Council.

"This is the Institute's Blue Ribbon Night," said Mr. Rees, "and we heartily welcome all visitors, amongst whom are representatives from several country centres, who have been good enough to attend in the good of the cause and at some personal inconvenience."

The report of the Principal of the Victorian Railways Technical College (Mr. O. Nillson) was one of satisfactory progress.

At the end of the year, there were 268 apprentices in the classes at the College, of whom 75 were in the third, 125 in the second, and 67 in the first years. The number of apprentices doing third year work constituted a record, and quite a number of those lads had been in attendance at the college for only 2½ years.

Of the 149 apprentices who started at the

(Continued on page 56)

## This Railwayman Has Spent 30 Years Among the Ice



FOR thirty years, Fitter's Assistant J. E. Wicking has looked after the big ice-manufacturing machine at the departmental iceworks in the Melbourne Goods.

He came there in 1896, two years after the establishment of the works, when there was no lift installed and the staff had to strain and heave with block and tackle to hoist the hundredweight blocks of ice to the top floor. He has worked under the three managers who have been in charge of the iceworks—Messrs. F. Thornton, Tweedley and J. Keenan (who is the present boss).

Jack Wicking is one of the few railwaymen in Victoria whose duties change with the seasons. In the summer months, when scores and scores of refrigerated trucks are marshalled in the special road alongside the works to be iced, he attends to his old reliable machine and gives a hand wherever he can to assist the other nine men at the depot. During the winter, when there is no demand for the ice, and the depot's staff has been reduced to two, he overhauls and repairs the machinery and equipment generally throughout the iceworks.

During December and January, Jack is one of the most popular men in the Melbourne Goods, and hardly a morning passes without half a dozen or more parched shunters thrusting hot perspiring faces into the depot, and inquiring hoarsely: "How's the iced water going, Jack?"

## Seymour Townspeople Appreciate Their Railways

Seymour's biggest railway customer and most prominent public citizen is Mr. J. Chittick, who runs the flourishing general storekeeper's business right opposite the station.

HE has been a member of the Shire Council for the last thirty years, and President on six occasions, and, in addition, is a member of the Water Works Trust, Vice - President of the Water Association of Victoria, President of the ties and Developmental North-Eastern Municipal-Association, President of the Country Master Bakers' Association, and one of the three founders of Seymour's Soldier Memorial Hospital.

Here is what he has to say about the local rail-



way staff and service:—

"I have always received satisfaction from the railway staff at Seymour during the 32 years in which I have been doing business at the station. My goods have been promptly despatched and delivered, and the greatest courtesy has been invariably extended to me.

"A few days ago, I rang up Wangaratta at half-past two in the afternoon and placed an urgent order for a truck of flour. The truck was waiting for me at Seymour first thing next morning.

"That one incident is typical of the efficient service which Seymour townspeople now recognise as characteristic of their railways."

### ELECTRIC LINE TO ALTONA.

UNDER agreement which has just been completed between the Government and the Altona Beach Estates Limited, the line from the Williamstown Racecourse to Altona, which was the property of the Company, has been transferred to the State.

This line, which has for some time, by arrangement with the Company, been operated as a branch line steam service, now forms part of the Victorian Railways System, and the Commissioners propose to arrange for it to be electrified and operated as a portion of the Melbourne Suburban Electric System. The work will be commenced at an early date.



Some fellows can't get anything through their heads except through a fracture.

### OUR GEATEST ASSET.

IN the last analysis our greatest asset must be the good will, the enthusiastic support and the fighting spirit of the organisation. So long as we have these we may face hostile and vindictive criticism with confidence. We shall never be able to please all, but if we are inspired by honesty and sincerity of purpose, such enemies, as we have, may be regarded as assets rather than liabilities."—Sir Henry Thornton, Chairman and President, Canadian National Railway.



It is not work that kills men, it is worry. Work is healthy; you can hardly put more upon a man that he can bear. Worry is rust upon the blade. It is not the revolution that destroys machinery, but the friction.—Henry Ward Beecher.

# V.R. Officers to Investigate Modern Office Practices and Systems

To inquire into and report upon the latest methods of office practice and systems, three senior Victorian Railway officers—Messrs. V. F. Letcher, James McClelland and M. J. Brennan—will sail from Sydney early this month.

**MR. V. F. LETCHER**, who will be the leader of the delegation to America, has crowded into a brief period a remarkably successful railway career.

Sixteen years ago he entered the Service as junior clerk in the office of the Claims Agent and soon was appointed personal clerk to the then Claims Agent (Mr. H. W. Hawkswood).

Shortly afterwards Mr. Letcher was transferred to the Secretary's Branch, where his special abilities quickly came under the notice of the Commissioners.

He has since occupied a number of highly important posts, such as Secretary to the Stores Board, clerk to various Commissioners, and ultimately became private secretary to the Chairman of Commissioners (Mr. H. W. Clapp). He was associated with Mr. Clapp for 4½ years, and upon the appointment of Mr. W. D. Bracher as Superintendent of Refreshment Services, he took over the duties of special officer to the Commissioners.

He is a member of the Departmental Committee which is now enquiring into the question of Metropolitan Railway Facilities, and is also the Railway Department's representative on the Motor Omnibus Advisory Board.

**MR. JAMES McCLELLAND**, Assistant General Passenger and Freight Agent, commenced his railway career as a junior clerk on November, 1897.

He matriculated at the Melbourne University after winning a scholarship, and subsequently qualified as an accountant, obtaining the highest marks in the Commonwealth at the final examination.

For a number of years he was the instructor in Accountancy at the Institute, and the results



of his capable tuition are evidenced in the number of employes who passed through his hands and now occupy responsible positions in this and other State Departments.

Mr. McClelland has occupied every position of importance in the General Passenger and Freight Agent's Office, and is recognised as a specialist in all matters pertaining to freights and fares. He has been responsible for the compilation of the Goods Rates Book for years past, and introduced the important altered conditions of carriage and consignment notes. He has represented the State with signal success on numerous Interstate Committees on such matters as the revision of the conditions of carriage of commercial travellers' samples, and interstate through rating, of which he was chairman, and is favorably known in interstate railway circles.

**MR. M. J. BRENNAN**, who was born in 1871, has 39 years' service in the Department to his credit, the major portion of which has been spent in the Transportation Branch.

He commenced his railway career at St. Kilda, and until 1914 he occupied many positions on stations throughout the State, until he was appointed Chief Clerk in the office of the District Superintendent at Maryborough, where he remained until 1917.



Subsequent to leaving Maryborough, Mr. Brennan was appointed Statistical Officer of the Transportation Branch, with headquarters at Spencer Street, and on the introduction of the Powers' Adding machines into the Department he was transferred to the Accountancy Branch as officer in charge of the Powers' Machines Division, where, under his control, 75 employes are engaged on the tabulating and calculating of statistics in connection with train, car, locomotive and truck mileages, station and workshop costing, analyses of payrolls and revenue accounting of the goods traffic of the whole of the Department.



# Industrial Standardisation is of National Importance

*The Australian Commonwealth Engineering Standards Association, which was founded in 1922, is not a profit-making concern; it has nothing to gain but all to give for the benefit of Australian industry. It is supported by subsidy from the Commonwealth Government and by contributions from State Governments and Departments. The present Chairman is Mr. G. A. Julius, and the Vice-Chairman is the Victorian Railways Chief Engineer of Way and Works (Mr. E. H. Ballard), who represents the Government of Victoria on the Association.*

**I**N its broadest sense, standardisation means national simplification—the reduction of the number of types and patterns used for one and the same article.

Australian standard specifications are arrived at by unifying the needs of industry and recommending what can best fill those needs and what can be adopted by industry with the least possible disturbance to present practice.

“There is no desire or attempt to enforce standardisation,” the Secretary (Mr. E. Bartlett) explains, “and the Association doesn’t initiate standardisation. It waits for proposals from outside before undertaking work.

“Too much emphasis cannot be laid on the fact that for industry to drift along with an enormous diversity of spare parts, making no attempt to simplify and standardise, must mean a vast amount of stock, a slow turnover and high cost of production. One of the fundamental principles on which the now world-wide standardisation movement is based, therefore, is the time-honoured truism that production in large quantities is more economical and less costly than to produce in small numbers.

## Specifications are Periodically Reviewed

“And, by the bye, the term standardisation is rather a misleading one. It seems immediately to give the idea of crystallisation, the impression that an unalterable standard has been set up. We want to stress the fact that industrial standardisation is nothing of the sort. All national specifications are subjected to periodical review and revision in order to safeguard development and progress.

“Of course, national specifications should have a certain amount of permanency if they are to be received with confidence in industry, and they should not be changed too often unless such changes are distinctly in the direc-



tion of improvement.”

The Australian Commonwealth Engineering Standards Association has now about 150 committees in its organisation. The members of those committees are of authoritative standing, and they possess the highest technical qualifications.

Although the Association is supported by Government subsidy, it must look to Australian industry for co-operation, as it is apparent that, to be of lasting benefit, the proposals for standardisation should emanate from the industry itself. The manufacturers are in daily contact with the machinery or apparatus under consideration, and are in the best position to put forward constructive proposals.

## Trade Organisations Take the Initiative

Criticism can be supplied by distributors, who are in constant touch with the demand, and by the scientific and technical experts of the users.

Preferably, a request for standardisation from a private firm or corporation should be submitted through its representative technical or trade organisation. The Association usually convenes a representative conference as early as possible to consider the proposal. The Main Committee is guided by the decision of that conference and only approves of the preparation of a specification when convinced that it is desirable and will fulfil a recognised want.

A sectional committee, comprising experts in the particular subject under consideration and representative of all the affected interests, is then entrusted with the preparation of the draft specification, which is issued first in tentative form for twelve months, constructive criticism being invited, so that it can be revised if necessary before its adoption as an Australian standard specification.

These facts must surely indicate that, from the viewpoint either of manufacturer, distributor or consumer, the Association has a claim upon their moral and financial support.

This claim is based, not only on the very material benefit that will result to the individual or organisation, and which in itself should be sufficient attraction, but also upon the national significance of the movement in the development of Australian industry on sound economic lines.

# Warragul Railwaymen are Enthusiastic Organisers

Recent articles in the "Magazine" have tempted Mr. J. Curran, telegraphist, of Warragul, to write interestingly concerning the doings of railwaymen in his district.

IN normal times, Gippsland is the garden district of the State, and Warragul is one of the most beautiful spots in a centre noted for its beauty and fertility.

Blessed with a generous rainfall, the green slopes of Warragul excite the admiration and envy of visitors from other parts.

My purpose is to show the success achieved by the local railwaymen, in efforts on behalf of various charities.

Five years ago, when the local Public Hospital was in dire need of funds, the local staff organised a series of concerts, which realised £150 for that institution.

Since then, railwaymen have twice been entrusted with the management of the Hospital Carnival Concert, and £50 resulted.

When the late Comrade Preece (a local train examiner) died, an appeal by the citizens and railwaymen raised £300 for his widow and children.

A series of entertainments followed, during the currency of which over £200 was collected for the local Band.

Still later efforts are "The Gessel Appeal," on behalf of an employe, who lost his sight, and which totalled £160, £127 of which was realised by a Benefit Ball, followed by the recent Bush Fire Appeal.

This district collected more than £160 in

three weeks, as a result of railway organisation.

In addition, large supplies of clothing, food-stuffs and fodder for stock, were secured by the local staff.

In connection with the bush fires, it is worthy of mention that, but for the prompt action of Mr. H. R. Williams, S.M., Warragul, the damage to railway property would have been much greater than it was. Mr. Williams arranged a relief train to Nayook, and secured workers to accompany it and fight the fires on the line. This was the Sunday of the disastrous Noojee fire, and a 2000-gallon water truck was utilised to put out burning sleepers, cattlepits and bridges.

At this time, practically all the sleepers between Rokeby and Nayook were on fire, and serious fires raged in the cattle pits and bridges. Had the train not been run, it is probable that the damage would have been serious indeed, and, certainly the scheduled trains would never have reached Nayook next day.

I think I have written enough to justify the name of Warragul on the map, but, in conclusion, I would say that Warragul railwaymen claim to be second to none as organisers, and we glory in the fact that the whole staff pull together as a willing team.



*Seymour railwaymen are proud of the neat, well-kept garden which surrounds the Way and Works and Rolling Stock Administrative Offices. Traveliers always admire the pretty little spot, portion of which is depicted above. Standing on the lawn are Messrs. M. Ryan (Rolling Stock Superintendent), W. Gilligan (Senior Clerk, R.S.), C. Hillyard (the gardener), E. J. Haines (Works Master) and W. H. Treloar (Works Foreman).*

# Important but Unobtrusive Work is Carried On by the Estate Office

Established 23 years ago, the Victorian Railways Estate Office carries on very important work, but its activities are not as well known amongst railwaymen as they deserve to be. The Office is a sub-branch of the Department, and is supervised by the Chief Engineer of Way and Works.

LONG experience in the methods and practice of land valuation and surveying, a general knowledge of law as it affects railways, public utilities and land ownership, and a firm grounding in business principles are possessed by the Estate Officer (Mr. G. Roberts), who, with his Assistant (Mr. R. A. Rankin) controls a staff of 32, 18 of whom are engaged on professional work, and 14 in a clerical capacity.



The Estate Officer's duties are of a dual nature, as, in addition to effecting large resumptions of land for improvements and extensions to existing lines under the Railway Loan Application Acts, he also carries out the provisions of the Land Acquisition Acts in respect to the acquisition of land for new railways.

Valuing and purchasing of all land and buildings for the Railways Commissioners and the Construction Branch falls to the lot of the Estate Office, as well as the fixing of rentals and the leasing of shops, houses, buildings, sheds, storage sites and agricultural and grazing lands.

The Estate Office sells lands and buildings

which require to be removed in consequence of railway improvements. It investigates and reports on the Department's obligations and liabilities as owner of land and railways.

It draws up leases and frames agreements; it prepares land and transfer plans; it arranges surveys and cuts up sub-divisions; it drafts and submits plans, reports and estimates in regard to floods, fires and accidents, and it gives evidence when necessary in civil and coroner's courts.

Complete records and plans of all railway land are maintained, and the necessary legalities, formalities and conditions for the construction of private sidings attended to.

Before 1903, all these intricate activities were distributed over a number of branches, with the exception of the purchase of lands and buildings, which was previously conducted by the railway land branch.

This branch subsequently became the nucleus of the present Estate Office, and the concentration of the whole of the complicated land business under a unified control has proved a much more satisfactory arrangement.

How many railwaymen could say off-hand the amount of rental collected by the Department in its role of landlord during one year?

For 1924-25, the sum of approximately £110,000 flowed into the railway coffers from this one source. In addition, the Estate Office raked in £3550 from the sale of land and buildings, as well as £9400 for the maintenance of private sidings.

Similar imposing figures are connected with some of the land resumption schemes carried through by the Estate Office during recent years. For instance, the Montague Shipping Shed resumption deal involved an approximate cost of £94,000. Then there was the regrading work on the Camberwell and Caulfield lines, running into £45,000 and £36,000 respectively, while the South Kensington improvements and the creation of the Spotswood Stores Depot swallowed up £20,000 apiece.

Other recent expensive land resumptions were the Geelong, North Geelong, Colac, Ararat and Newport rearrangements, and the construction of the Power House line and site for the electric power station at Newport, the Tottenham gravitation site, and new lines between Heywood and Mumbannar, Rushworth and Stanhope, and Kerang to Gonn Crossing.

Large land resumptions at present in hand include the rearrangement of Richmond station and the duplication of the Brighton and Camberwell lines to South Yarra and Burnley, at an estimated cost of £150,000, in addition to the big Melbourne Yard rearrangement, which is likely to account for £90,000.



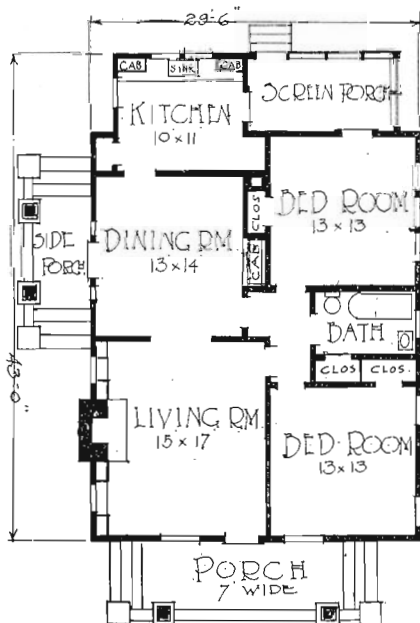
Mr. Syd. Dalton, the Commissioners' Guard, and Mr. G. K. Low, the Auditor of Receipts, were caught by the camera pacing the pier when the Commissioners' Special visited Port Fairy on February 26.

# Are You Interested in Home Building?

New Home Building feature, which will be of interest to railwaymen and their friends.



Photograph and plan by courtesy of the Louisville and Nashville Railway Magazine and the Southern Pine Association (U.S.A.)



**M**ODERN young men and women have a perfectly commendable desire to possess a home of their own, and, if possible, one of which they can be proud. They naturally like to have a home built to a design of their own choosing.

The size of the home does not matter. It may be small or large, but it must be different from others.

Stock plans are not favoured, nor does one like to be in a terrace of homes with small variation in appearance. Most couples prefer to pay a little more to possess a home with individuality, one which raises their standard of living and assures them larger opportunity for re-sale.

Believing that many readers of the "Magazine" are interested in homes, we have pleasure in inaugurating this home building feature.

The small home depicted herewith has a pretty exterior, and the floor plan shows it to be compact. Of course, the lay-out would not suit everyone, but the ideas are here, and the size of the rooms or their arrangement may be altered to suit individual taste. For instance, some may not desire a dining room and living room. The modern tendency is to combine these in one room; others might like a fireplace in one of the bedrooms.

It is roughly estimated that this house, in weather-board or hardwood, would cost approximately \$900, without land. The cost could be reduced by eliminating some of the decorative work. Exact estimates could be obtained from any reliable architect or builder, any modifications of the floor plan being, of course, indicated to them.



# Efficient Brakes Are Essential

Mr. F. Boadle, Brake Inspector, had some interesting things to say at the recent conference of Engine Working and Westinghouse Brake Instructors at the Institute.

“**N**OTHING gives you such a comfortable feeling as a good brake. The train examiner is our right-hand man. The train examiner's test involves walking four times along the train. He has to put his tablet on the regulator handle, walk along and screw up, see the proper test pressure on the van gauge and signal for the brakes to be applied, note piston travels and mark off defective brakes, have brakes released and walk back to see they are off, attend to defective brakes, then return and take his tablet off, and inform driver as to number and conditions of brakes.

Brake defect cards should be freely used, whether brake is to be cut out or not.

Many candidates at the recent examination were weak on the driver's running test. This would take on a very serious aspect in the case of a public enquiry.

The places where this test is required to be made are dead-end terminals, block terminals, single line crossing stations where the train is booked to stop, when running on 1—5 (one five) signal, and before descending long, steep grades.

The senior examination paper, 1925, contained a question, 'Why are air valves fitted with springs?' These springs are necessary because the valve boxes are interchangeable. In the event of any defect in top or bottom valves a new valve box can be fitted.

They also make for smooth working, because they do not lift to their full extent when the pump is working slowly, but they give the full lift when the pumps work rapidly.

With superheater engines, the boiler may prime and yet no indication in the way of water at the funnel may be given. When booking pump trouble in the repair book, the driver should give some indication of the symptoms to guide the fitter in locating the cause.

Cases have occurred of a driver booking 'pump continually stopping,' and after a fitter has spent about four hours pulling the pumps to pieces and finding nothing wrong, it was discovered that the driver had also booked

'wash out boiler.'

Re question of preparing engine in a limited time, we want a methodical basis so that there will be no retracing of steps. Every endeavour must be made to detect pipe leakage.

Answers to the question, 'which brakes release first, long travel or short travel,' indicated that many students fail to grasp the point that with the full application, long travel brakes would have a lower auxiliary pressure and would therefore release first. This question referred rather to the triple valve than to the brake cylinder.

Regarding the difference between brake cylinder pressures in the case of a 10-lb. reduction from 80 lbs. and 10-lb. reduction from 40 lbs. auxiliary pressure, it had been intended to supply some data from practical tests, but the tests made at Jolimont Hall had not been conclusive owing to the action of the springs fitted to that model.

Reserve pressure is necessary to insure the proper release of the brakes, but we know as practical men that it may be necessary in exceptional circumstances to throw the reserve pressure into the train to release brakes at the rear end.

In such a case care should be taken to watch that the train is complete, and if experience tells us that we will require reserve pressure at a certain place, then the train should be stopped in order to regain reserve pressure.

One driver had said he considered that 40 lbs. pressure was sufficient because it was a short train, but the braking efficiency of the train depends upon the percentage of brake block pressure to its total weight.

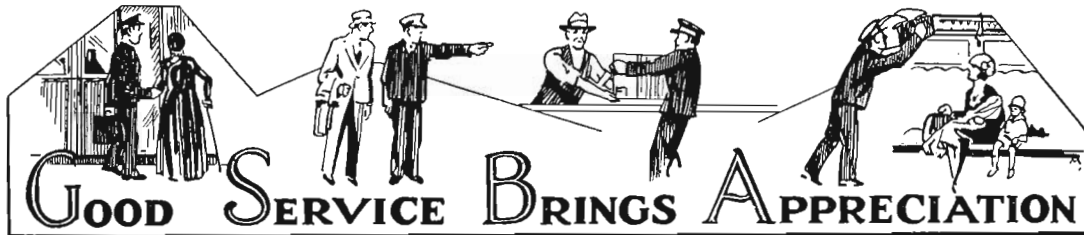
Assuming 50 lbs. brake cylinder pressure, this percentage would be about 75 in the case of an empty vehicle, but only about 28 in the case of a heavily loaded vehicle. The Commissioners are very desirous of getting 70 lbs. train line pressure on our goods trains.

Some men had excused themselves for carrying low pressure on the ground that they were afraid of bursting hosepipes. Drivers are not responsible for hosepipes which will not stand the regulation pressure, but they are responsible for being able to stop a train.

If they will not stand the regulation pressure, burst them and let us know."



*This was all that remained of Ganger Kershaw's residence at Noojee after the fires. Mrs. Kershaw and her daughter Ethel are standing before the chimneyplace.*



"A friend a day brings business our way."

I HAVE been directed by the members of the Dunolly Progress Association to tender to you and the members of your staff their hearty commendation of the work you have done to beautify the station precincts by the laying out and planting of a garden. The result has been a surprise and a pleasure, not only to the travelling public, but to the townspeople. We congratulate you on having won a prize in the Department.—**Secretary of Progress Association writing to S.M., Dunolly.**

I HAVE to thank you for your prompt attention to requests for claim in connection with recent furniture damages. The Singer sewing-machine has been transformed from a shapeless wreck to the semblance of a brand new article, much to the delight of my wife, who also returns you thanks herewith. This has greatly minimised our loss, as I have been able to repair furniture myself at a small cost. I am directing this to you because you were chiefly responsible for relief given, and met the case in a spirit commendable in its every aspect. Thanking you for your good offices.—**G. F. Hopkins, Garfield, writing to Claims Agent.**

I am pleased to inform you that during the past season I have consigned from Bet Bet station 77 cases of eggs—1600 dozen—and have not been debited with a single breakage.—**J. Freemantle, Mt. Hooghly, writing to S.M., Bet Bet.**

Mr. C. Niven, Senr., of Marborough, advises that he trucked 2000 sheep, which were in poor condition, at St. Arnaud on April 8, for Quambatook, and they reached their destination without any delay and in good order. He appreciated the manner in which they had been handled en route, and states only one animal was lost.

PLEASE find my cheque for freight for goods sent from Geelong to Toolambi, New South Wales. The furniture arrived practically uninjured, and I would like to express my thanks to the Railways for the care with which the articles were packed and handled.—**W. A. Brown for J. L. Lacey, writing to the Officer-in-Charge, Goods Sheds, Geelong.**

(This letter is appreciated when it is remembered that it was necessary to transfer the consignment at Albury, and that it was transported over such a long distance.)

MR. BUTLER, manager of Ravenswood Station, wishes us to write and thank you for the splendid manner in which arrangements were carried out for the special train conveying his sheep from Ravenswood to Murra-bit. Everything passed off without a hitch. This, considering the number and condition of sheep, speaks volumes for your efficiency.—**McKean, McGregor & Company, Auctioneers, Bendigo.**

*When you are on duty you are the Railways. Your reply is that of the Department—and the Department endeavours at all times to be courteous.*

*Though to be courteous at all times may mean the suppression of the individual he should remember that he is honoured by being made the accredited representative of this huge transportation concern.*

*You have the prestige of the Railways Department behind you, and the fact that you are their authorised representative is something to be proud of.*

REFERRING to my memo. re forwarding 4 No. wheel blanks. These wheel blanks were received by us, and I desire to thank you for your trouble and promptitude in this matter, and to record my appreciation of the work done by your staff and office, which is a real "live wire."—**C. Young, Melbourne Office, State Coal Mine, writing to the Outdoor Superintendent.**

IN response to your letter, I went to the Balaclava Railway Station and received payment of my claim for the loss of my parcel between Balaclava and Flinders Street. I would like to take this opportunity of expressing my thanks to the Claims Branch of the Department for the consideration given to my claim. I quite realise the trouble you must have gone to, and I can only speak in the highest of terms of the treatment I have received.—**E. Kelly, 5 Hawthorn Avenue, Caulfield, writing to the Claims Agent.**

I DESIRE to bring to your notice the unflinching courtesy and efficiency of Mr. Abrahams, Stationmaster at Morwell, when dealing with the removal of my furniture from Morwell to Donald. I am satisfied that Mr. Abrahams' skill and ability in packing the truck were responsible for the satisfactory way the Railways' contract with the bank was carried out.—**W. L. Graham, Manager, State Savings Bank, Donald, writing to the Commissioners.**

WE are more than pleased with the huge success we have met with again this season concerning the sale of fruit from the trucks direct to consumers in the country.

This is due chiefly to the splendid energy and organising ability of Mr. Roscholler.

Also we desire to express our appreciation of the splendid services and kindness of Mr. Russell, District Superintendent, Maryborough, and the stationmasters and staffs along the line, all of whom did everything possible to help us. We must also mention the stationmaster and staff at the Shepparton end, who are always most attentive and efficient.—**T. C. James, Orchardist, Grahamvale, via Shepparton, writing to General Superintendent of Transportation.**

THANK you for your letter of April 1, for the 20 lbs. sugar received yesterday at Terang station, and for doing the fair thing in the matter. We are very satisfied with the settlement, so different to the trouble we used to have seven years ago in the forest on the Crowes and Lavers Hill line, when nothing ever reached us whole. Now we regularly send (in our small way) our cream to Geelong, and we get back stores from there and from Melbourne. They arrive promptly, and after paying freights, we still find ourselves to the good as compared with local prices. Even on our wire netting we save considerably if we order about a couple of coils at a time. I am glad to say they have always arrived in good condition.

—**G. M. K. Ellerton, Mumblin, via Terang, writing to the Claims Agent.**

# Seymour Is An Important Link Between



Mr. A. J. Morris,  
Seymour's District  
Superintendent



Mr. M. Ryan, Dis-  
trict Rolling Stock  
Superintendent.



Here is the staff of the busiest country refreshment room. The Manager, is seated in the front row.



Conductor A. Gilchrist (left), who has been on the Albury express for six years, and Conductor R. Barnes, who has had 14 years on the Sydney express.



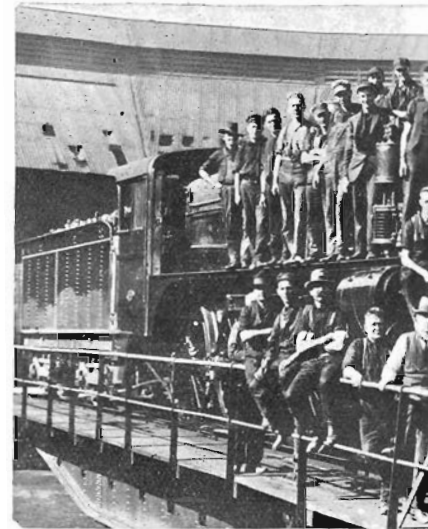
Administrative work at the fine Loco. Depot is performed by these officers. Sitting: G. Doneau, J. Hawkins, J. McIvor (Depot Foreman), B. Hearnes, E. Shilton. Standing: A. Liebert, F. Tratt, M. Sheehan, L. Rogers.



Traffic Inspector C. Baldock (left) and C. Wadleton, and Block and Signaller discuss a knotty Eastern District problem.



Seymour's telegraphists. Sitting: M. Anthony, J. Willis (O-in-C.), W. Price. Standing: A. Blythman, L. Southwood, T. Quirk.



These are some of the men who keep the depot running smoothly. Depot, where 34 men are employed.

# In Melbourne and North-Eastern Victoria



... rooms in the State Mrs. Moore, the wife of  
... the middle of the front row



Mr. A. Moore, Man-  
ager of the Seymour  
Refreshment Rooms.



Mr Hans Lubeck,  
Seymour's oldest re-  
tired railwayman.



The men who look after the big Seymour yard: Repairers  
O. Powell and W. Dundas, Ganger J. Robinson (sitting), and  
Repairers P. Andrews and W. Roe.



(left). Train Running Officer  
Signal Inspector A. Burns  
... er traffic problem.



Some of the District Superintendent's staff. Sitting: J. Barklamb,  
W. Ries (Asst. T.R.O.), A. J. Morris (D.S.), T. J. Neal (Chief Clerk).  
Standing: G. Burrows, G. Webb, G. Gillingham, A. Stone,  
F. Wilmot, R. Kierath.



... the wheels moving at Seymour Loco.  
... engines are located.



Sitting: Road Foreman A. Berger, L. Bain (Clerk, W. and W.),  
Road Foreman W. Cashen, Senior Clerk W. Gilligan (R. Stock),  
Standing: T. Leonard (Clerk, W. and W.) and  
N. Sheedy (Clerk, R. Stock).

# Wage War on Rats!



*The rat is an organised, disciplined and warlike animal. He spreads disease, multiplies rapidly, and thoroughly knows the ways of man. He is awake and exploring while man sleeps, discovering where and how he stores his goods, and contriving ways of living right alongside people without being in evidence. Mr. P. J. Moran, who has been actively connected with the Victorian Railways rat destruction campaign since its inception in 1921, passes on the following hints and suggestions, which should prove useful to those troubled with the pest.*

**W**HEN man rouses himself to the point of organising against the rat, and using as much intelligence as the rat in maintaining his position, the pest will be kept down to proportions approaching extermination.

The Victorian Railways rat destruction campaign has been remarkably successful, but until the rat is outlawed, and the active assistance of all private property owners enlisted, he will be able to survive, multiply and hold the field.

Prevention is always better than cure, and every possible means should be adopted to prevent rats from entering a house. All holes in the walls below the floor level should be blocked by metal gratings, stout perforated metal or wire netting. Access to ground floor rooms from the space beneath floor can be prevented by blocking up all holes with metal sheets. Take care that there is no space between floor boards and sink or bath waste pipes.

## Rats Abound Where There's Food

Where rats abound food is always plentiful, and as soon as food is unavailable the rats indignantly depart. Scraps and food refuse should be placed in covered rat-proof safes, crumbs should not be allowed to lie about the floor, and cow and horse feed should be kept inaccessible to rats.

To drive rats from premises, pump sulphur fumes, bi-sulphide of carbon, or other noxious gas into the holes. This drives the rats through other exits, where they can be killed by waiting dogs.

If no appliance is available for this purpose, tar crystals, or other compound should be spread freely over the ground surface. Tar or caustic soda placed in rat burrows, or spread along rat runs drives rats away.

Numerous effective rat poisons are now on sale, most of them containing phosphorous or barytes. The last named is harmless for domestic animals. Bacterial destroyers, such as Ratin, Raticide, Azoa, Danysz and Virus, have not proved a success in Australia.

To allay suspicion (the shrewdness and cunning of the rat is amazing), lay a few baits without poison for a few days, and when the

baits are having effect change the poisons frequently. Bread, oatmeal, and cheese make good baits, but, as far as practicable, the poison should be applied without touching with the hands.

If bitter poisons are used, dust with flour or finely powdered sugar, as rats, like mortals, have a very sweet tooth.

Count your baits when you lay them at night, and collect, count and destroy those left next morning.

If you use traps, be sure to fix the baits firmly, and never kill the rats where they are caught. To get the best results, put a drop of aniseed oil on the bait, and lay the trap to one side of the hole, not in the run.

Barrel traps, consisting of a water-tight barrel, half-filled with water, and with a piece of wood leading up to it as a ladder, have been found effective. A finely balanced trap, with a bait on the end, is used, and collapses with the weight of the rat, precipitating it into the water. Sawdust or bran may be floated on the surface of the water to give it a solid-looking surface.

One last tip: Dogs and cats are not favourites with rats.

## Treasure Trove at Port Melbourne

**A**T 3.30 p.m. one afternoon last month, Mr. J. Arthur, booking clerk at Port Melbourne, noticed a little chamois leather bag on the booking window.

He promptly rescued it, and found that it contained 22 shining sovereigns, a rather unusual sight these days.

Half an hour later, a distressed individual made hoarse inquiry at Port Melbourne for his property, and was intensely relieved to have it handed over to him intact.

He explained that he had placed the sovereigns on the window while he bought his ticket, and left them behind when he hurried off to catch a train. He discovered his loss on arrival at Flinders-street, and immediately dashed back to Port Melbourne.

Seeing so many soldiers at Seymour, our Artist became speculative concerning the effects of War on Local Railwaymen.



# Trials of a Country Station Master

Duty on a country station is not the easy job it may seem to some people, as the following brief sketch, by one who is there, shows:—

THE S.M. had had one of his busy mornings. The nominated loading day truck had arrived on the "pick-up." He had checked the waybills and gone through the other routine connected with them, fixed up several claims files, replied to various memos. from the D.S. Office, advised the Superintendent of Weighing regarding those trucks of wheat overloaded, and, what was more pleasing to him, finished off the account current.

As he was on the "black list" for the latter, he was thinking, "Thank goodness, I won't be mentioned this month!"

All of this was done in between numerous interruptions from consignors and consignees.

Only the Green Return to do now, and that memo. from "Control," wanting to know why No. 24 shunted about a week back.

"Why don't those T.R.O. chaps look up their S.P. notices, and then they would see I loaded a truck of stock," he muttered.

"Must get onto my waybilling," was his next thought.—Two rings! Gosh, she has left Cow Flat, not 30 minutes' run!

"Where is that lad porter?" (Goes to the door and sees him cleaning points.)

Gives a shout, "Say, Tom, come in and give me a hand with this waybilling."

Goes back and gets busy on it himself. Minutes pass and no sign of Tom. Looks out again and finds him calmly rolling a tarp. Another shout to "shake it up" and back into the office he goes.

In due (or overdue) time Tom strolls in. "What's to waybill?" "Nothing now," says the S.M., "get the labels on and look lively."

Just then a cart draws up and in comes

a fruit cockie's son. "What now?" from the S.M.

"I've-got-about-20-cases-of-fruit—where-do-you-want-'em?" draws the youth.

Feeling very much inclined to say he didn't want them anywhere, he replied, "Put them on the platform, but make out the Consignment Note first."

"I-don't-know-how-to-do-it."

S.M. is getting anxious; train must be getting close up now. "Alright," he says, "who are they going to?"

"Oh-different-places," is the reply.

Gee! temper is getting frayed. "Come on out and let's have a look at them." All is in order at last and waybills made out.

"Just time to finish off Green Return now."

Cockie's son is back at the counter, "I want to pay for that case going down to my auntie's," he announces.

No good saying anything, but thinking hard S.M. alters the waybill. A whistle! Stick's not off!!

Rushes outside and grabs the lever; it won't come back!

"Tom, you idiot, you've left the plunger out!"

Tom at last shows a bit of speed down the line to put it in.

Train pulls in and guard views the array of van goods strewn on platform, and wants to know—"Why can't you fellows load a truck and save the time handling all this stuff." Also makes a few other unofficial remarks.

"Twenty minutes late now, and this will take another 10 out of us," he complains.

All hands are busy when a voice from the direction of the office sings out, "Come and give us a ticket."

S.M. looks up and recognises Joe from Boggy Creek, 10 miles out. Opens up the office. Joe looks at the clock. "Is that the right time," he queries. "Our old timepiece must be half an hour slow; it never was no good since it fell off the mantelpiece."

"What's that? Nineteen and eleven. Righto, here's a fiver. That's the smallest I've got."

S.M. sees red, but tries to control himself. "Don't think I can do it." Looks in cash drawer; not enough there, and tries the safe. Just manages to fix Joe by using up all the spare silver.

Guard is calling out, "Are you right there?" Hurried exit from office, gives the signal, and off she goes!

Coming back, his eyes alight on correspondence box. There are the waybills, correspondence and returns, and not another train for two days!

He sinks into his chair too disgusted to say aloud the thoughts chasing themselves through his brain.



*This is the staff who are responsible for the fine condition in which the store at the Oakleigh Way and Works Depôt is maintained.*

**KYNETON.**—A Euchre Party and Dance was held here on Tuesday, 23rd February, to raise funds for the Railway Tennis Club that has been formed at that Centre. A pleasant evening was enjoyed. Mrs. Webster, the wife of Signalman Webster, proved the best lady, and Mr. Starke, Junr., the best gentleman euchre player. Handsome prizes were awarded in each case. Dancing prizes were won by Miss Reardon and Mr. White.

## Various Jottings From the Institute

Mr. C. T. Bray, Engine Driver at Geelong, who has been Instructor of the Engine Working and Westinghouse Brake Class at that centre since 1921, has resigned.

Mr. Bray has been a most capable officer, and his resignation has been accepted by the Council with sincere regret.

Mr. H. N. Best, Fitter, has been appointed Honorary Secretary of the Geelong Centre area.

The members' representatives on the Geelong Committee for 1926 are:—Messrs. W. Pratt, H. Lawry, R. Ellis, A. Chisholm, A. Searle, D. Walton, R. J. Stuart, W. Smith, P. Richardson, D. Galletly, H. Russell, W. E. Long, C. Phillips, and P. J. Horan.

The following have been recommended as Council nominees:—Messrs. L. Mudge, E. J. Rich, W. Kirby, T. Carroll, R. Buckley, R. Rantall, C. Flynn, and E. J. Hyatt.

On Sunday afternoon, May 9, the Victorian Railways Military Band will give a recital in the Botanical Gardens.

A collection will be made in aid of the Children's Hospital.

A Social Club has been formed by members of the Victorian Railways Military Band, in order to encourage social intercourse between players and their friends.

A series of Boxing and Wrestling Competitions will commence at the Institute on Friday, June 4, and will be continued on succeeding Fridays until concluded.

These competitions will be open to all amateurs in Victoria, and, in addition, a series of novice contests, solely for railwaymen, will be conducted.

Valuable trophies will be awarded, and a deposit of 5/- as a guarantee of good faith must be lodged at the Institute.

The first meeting of the newly-formed Dramatic Society was held at the Institute on Wednesday evening, May 14.

The Society is open to all students, either private or class, attending the Institute, and the membership fee is 2/6 per quarter.

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## Workshops Picnic Prizes Presented

THE Institute Concert Hall was crowded on Saturday evening, March 27, when the Social Evening and Presentation of Prizes won at the Newport Workshops Annual Picnic, was held.

Mr. J. J. Turner gave a brief outline of the growth of the Workshops Picnic, and said that a good deal of hard work must have been done by members of the committee in order to make the picnic the outstanding success it is to-day.

He then presented the prizes won, and made a suitable comment in each case, whether it was the winner of the Old Buffers' Race or the Single Lady, who was successful in her event.

As a token of esteem in which they are held by the committee, the executive officers were the recipients of valuable presents. Mr. W. McPherson,

Chairman, was presented with a vase; Mr. N. Watkinson, Secretary, with a travelling rug; Mr. T. Cantillon, Assistant Secretary, a set of cutlery; and Mr. W. Canning, Treasurer, a cheque £2/2/-.

Under the supervision of Mr. H. Tate, a very fine programme of dancing, both new and old time, was carried out, and was very much enjoyed by all. Mr. P. O'Brien gave a humorous recital. Miss Haskell and her young brother rendered a duet, and Mr. Clinton sang some very pleasing songs.

Refreshments were provided, and served by four young ladies from the Newport Workshops Dining Room, who generously offered their services, and voluntarily placed themselves under the capable direction of Mr. T. Cantillon, who is an expert in the dispensing of coffee and cakes.

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## Looking Back Thirty-five Years

Extracts from The Victorian Railways Gazette—"the official organ of the Traffic Union," October 1, 1891:—

SINCE the recent landslip at Rowsley, the Ballarat traffic from Melbourne has gone via North Geelong, and some fast travelling has been accomplished. This is particularly noticeable by the time kept by the 4.40 p.m. Adelaide express, which frequently makes the journey from North Geelong to Ballarat East (52½ miles) in one hour and a quarter. Considering that it is almost all "up grade," this may rank with the fastest travelling in Australia. The engines used are the new passenger engines, "A" class, manufactured at the Ballarat Phoenix foundry to the order of the Department.

The death of Mr. Paul Reade, late Stationmaster at Richmond, occurred on August 18. Mr. Reade was a native of Kilkenny, Ireland,

and was attracted to the colony in 1852 by the gold discoveries. He figured prominently in the stirring scenes of '54, and fought at the Eureka stockade, being one of Peter Lalor's chief lieutenants. He joined the railways in 1862, and has been in charge of Kyneton, Castlemaine, Richmond and Spencer Street.

The Maryborough Branch of the Railway Traffic Union gave a banquet to celebrate the opening of the new station on Saturday, August 22. The large dining hall of the building was used for the occasion, and the dinner was provided by Mrs. Costello, of the refreshment rooms. Amongst those present were the Minister of Mines (Mr. A. R. Outtrim), Crs. Logan, Gwilym and Gearing, and Mr. Earle, Stationmaster at Maryborough.





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*Fine work on behalf of Seymour railwaymen is performed by these ladies, who are all members of the local Institute Women's Social Committee. Front Row: Mrs. Brannigan, Mrs. Nippard and Mrs. Thomas, with Peggy Thomas. Back Row: Mrs. Dobson, Mrs. Groves, Mrs. Murray and Mrs. Boyce.*

❧

## Bendigo Railwaymen Spend an Enjoyable Evening

THE cosy and well-appointed hall of the Bendigo Railway Institute was on March 27 the scene of a large and happy social gathering of local railwaymen and their wives.

Mr. E. A. Cobbin, president of the Bendigo Institute, was chairman, and visitors included Mr. J. S. Rees (president of the Institute) and Mrs. Rees, and Mr. A. Galbraith (general secretary).

The chairman said that in Bendigo they had not developed the social side of the Institute as they might have done. If they did the Institute would be still more appreciated. They had all the facilities—a fine building, nicely furnished, and an up-to-date and prosperous Institute—but they did not make full use of it. Many did not realise what hard up-hill work they had had to get it. It was only after months and years of waiting by members (some of whom had now retired from the service) who had the ideals of the Institute at heart that they had got it going properly.

Mr. Rees observed that the objects of the Railway Institute were to give the youths and young men of the Service a chance to succeed in their life's work, and allow members to meet each other in one great brotherhood of railwaymen.

This great heritage was left to them by Sir Thomas Tait when, in opening the Melbourne Institute, he said it was a place where railwaymen could meet as brothers.

The Institute was a place where all men in the Service could meet together on an equality as men and as comrades. They wanted to create that spirit in Institute work, and he thought they had done so in Bendigo.

Next month they would be opening a centre at Ballarat, which would be run on the same lines as the Bendigo one. A few weeks later they would open another at Ararat. This would make eight or nine Institutes ranging in price from £5000 down to £2000.

They greatly appreciated the help the Commissioners had given them in getting these Institutes. The Commissioners had been exceedingly good to them. They took a personal and practical interest in the Institutes. The members appreciated this and the Commissioners' help in other ways, as well as the fact that they allowed the Institutes the democratic privilege of managing their own affairs.

Mr. Galbraith proposed the toast of "The Press and the Artists," and also bore testimony to the efforts of the older railwaymen in getting the Institute. This building, which the Commissioners were good enough to provide for them, had enabled the younger men to act as hosts to the older men who had retired after the stress and trials of their work.

Alluding to the work which the Institute was doing, he said its aim was to meet the young people as a big brother.

The Institutes were endeavoring to give the younger railway men such an education as would enable them to pass the examinations and qualify for promotion in the Service. They endeavored to keep in touch with them throughout their early life, and were always in a position to assist them.

Mr. W. Tredinnick, District Superintendent, in moving a vote of thanks to the chairman, spoke sympathetically of the aims and work of the Institute, the friendly spirit which it had created between the men and the departmental chiefs, and rejoiced at its growing usefulness and prosperity.

A bright and varied musical programme was submitted. The Institute male voice choir of 20 voices, under the baton of Mr. R. Senior, made a creditable show in "Wake, Little Kate," and "Honey, I Want You Now," considering it has only been a few weeks in existence. It had a rousing reception, and was encored twice. Mrs. Petrie (nee Miss Florrie Walker) pleasantly uplifted her mellow contralto voice in "Three Fishers," "The Arrow and the Song," and other equally acceptable numbers.

Mr. R. Senior, a capable tenor, won applause with "Lolita" and "Eileen Alannah." Miss Jenny Houston pleased with her three violin solos—Lemare's Andantino, one of Wieniawski's Mazurkas, and Raff's Cavatina.

Mr. George Hudson showed a commendable elocutionary ability, and his three humorous recitations—"The Street Watchman's Story," "The Man From Ironbark," and "The Engine Driver's Story"—kept the audience in a simmer of mirth.

Miss Coffey's facetious recitation was also well done, and provoked much merriment. Other items were the songs by Messrs. Miller and J. McKelvie, and the duet by Messrs. R. Bishop and F. Brown. The accompanists were Miss D. Broome, Miss M. Dean, and Mr. F. Palmer.



# Personal.



HAWTHORN STAFF.

*Back, Left to Right: C. J. Lindsay, E. Waterhouse, A. W. Morelli, K. E. Onley, F. A. Donnelly, E. P. O'Meara, H. H. Hill, N. J. Whelahan, R. J. Cox. Front: G. Mullins, Signalman; C. W. Smith, A.S.M.; X. Mitchell, late S.M.; J. I. Brain, Clerk; F. F. Matthews.*

**Mr. G. Semple**, flitter at the Newport Power House, was presented with a dinner set, rug and radiator by the staff on the eve of his marriage. Mr. J. Lang, Assistant Engineer-in-Charge, in making the presentation, referred to the popularity Mr. Semple enjoyed among his workmates, and also mentioned the many local activities with which he was associated, and wished him every happiness and prosperity. These remarks were endorsed by Mr. Tulloch, Maintenance Engineer,

Two enjoyable functions have recently been held at Wonthaggi, consequent on the transfer of two popular members of the local station staff, viz., **Mr. Bob Lonergan**, clerk, to Noojee, and **Mr. Howard Borrack**, operating porter, to Korong Vale. Both were held in high esteem by the business people, carriers, and all grades of railwaymen employed at State Mine and Wonthaggi, and needless to say, they were accorded rousing send-offs. Mr. Lonergan was presented with a travelling case and rug, and Mr. Borrack with a gold watch and chain.

A most enthusiastic function was held at the State Mine on March 20, when over half a hundred State Mine and Wonthaggi fellow-workers and friends, with Mr. C. Gaylard in the chair, assembled to mark the esteem in which they held their old comrade, **Mr. E. ("Micky") Williams**, and present him with a wallet of notes on the eve of his transfer to the staff of the Metro. Superintendent at Flinders Street. Profound regret was expressed at losing such an efficient officer and genial mate.

**Mr. Miller**, who had been S.M. at Leongatha for some years, received a most enthusiastic send-off from there the other day, on the occasion of his promotion and transfer to Toolamba.

The townspeople, together with the railway staff, joined to bid him au revoir as well as to present him with a travelling rug, to the accompaniment of complimentary speeches by representatives of the public, press and staff.

The respect and esteem in which Mr. Hornbrook, Stationmaster at Tungamah, is held was evidenced by the very large number of residents who attended a farewell social, at which he was presented with a wallet of notes and a gold-mounted fountain pen. Mr. T. Hayes, the secretary of the movement, said it was intended to send a letter of appreciation to the Commissioners, expressing acknowledgment of the fine services rendered by Mr. Hornbrook.

**Mr. C. W. Calnan**, S.M. at Carwarp, was unfortunate enough recently to meet with a painful accident while motoring from Mildura to Carwarp.

In swerving to avoid a motor-bus his car skidded in the sand and overturned, pinning him underneath. He was taken to the Mildura Hospital, where it was found he was suffering from concussion and a severe gash in the back of the leg.

The residents of Carwarp were deeply concerned to hear of Mr. Calnan's accident, and with his many railway friends will be pleased to soon see him back at his post quite recovered.



*Left to right: Jack Kroger, Timekeeper, Geelong Goods; — Cook, also member Geelong P. Guild Team; Max Kroger, Winner of State Decathlon. Messrs. Jack and Max Kroger are nephews of Mr. Gus Kroger, of V.R. Mutual Benefit Society.*



*Mr. T. Lambie, Stationmaster at Rainbow, with some of his staff.*

## Mr. C. H. Holmes, Chairman Betterment and Publicity Board

THE many friends of **Mr. C. H. Holmes** will be pleased to learn that he has been appointed to the important position of chairman of the Betterment Board, vice Mr. A. E. Hyland.

Joining the Railways in 1910 as clerk in the Secretary's Branch Mr. Holmes's rise in the Service has been meteoric.

After distinguished war service (for which he received the M.C.), Mr. Holmes resumed duty in the Department in 1920, being appointed clerk to Mr. Commissioner Shannon, a position he held for three years.

Mr. Holmes was subsequently appointed Special Staff Officer, conducting the departmental side of cases before the Board of Discipline, and, on relinquishing this position, was advocate for the Department on the Railways Classification Board for some 12 months, after which he was transferred as clerk to Mr. Clapp, Chairman of Commissioners, until he received his present appointment.

Mr. Holmes's new appointment is a popular one throughout the Service. Many railroaders will remember him as one of the early instructors of the Victorian Railways Institute class in shorthand and typewriting. He also follows Mr. Hyland as Commissioners' representative on the Council of the Institute.

In the reshuffle of positions consequent upon Mr. Hyland's translation from the Chairmanship of the Betterment Board, **Mr. R. G. Wishart** succeeds Mr. Holmes as clerk to Mr. Clapp.

Mr. Wishart first joined the Transportation Branch of the Service in 1906 as clerk, afterwards transferring to the Secretary's Branch, and in due course was chosen to fill the position of clerk to Mr. Sutton, the then Secretary for Railways, after which he was transferred as clerk to Mr. Commissioner Molomby, and thence to his present position.

Mr. Wishart carries with him to his new position the best wishes of a wide circle of railway friends.

**Mr. J. A. Miller**, who has been transferred as clerk to Mr. Commissioner Molomby, vice Mr. Wishart, was first appointed to the Service in 1907, as clerk in the Secretary's Branch.

Mr. Miller spent some strenuous years at the war, and, upon his return, went back to his former branch, subsequently receiving an appointment as clerk to Mr. Commissioner Miscamble.

When Mr. Miscamble received his appointment as Commissioner for Tasmanian Railways, Mr. Miller was placed as secretary to the Railways Classification Board.

Mr. Miller is popular among his colleagues, and, on behalf of the railwaymen of the State, the "Magazine" wishes him every success in his new position.



## Wedding Bells

**Mr. M. C. Stanistreet**, clerk in Room 2, who was married recently was presented with a set of cutlery by the Time Tables Staff.

The Chief Time Tables Officer (Mr. H. Cooke) made the presentation, and felicitous speeches were made by Messrs. C. Widdop, T. M. Kennedy, L. Barrett, P. Maher, S. Williams and D. Ilanna.

Mr. N. Lunn, clerk attached to Depot Foreman's Office, Maryborough, was married to Miss B. Scurr on April 6. Other Midlanders to join the ranks of benedicts are:—Guard J. J. Egan, Ouyen; Mr. H. G. Thomas, clerk, Donald, and Mr. G. Watson, R.A.S.M. Best wishes are extended to each in his new venture.

## Last Mile Post

The many friends of **Mr. Robert Paton** will regret to learn the news of his death on the 24th ult., at his residence, Williamstown, after a brief illness.

He was a retired railwayman and a prominent member of the Railway Musical Society from its inception over 30 years ago until a few weeks before he died, and his membership was characterised by enthusiasm and loyal service. For many years he was librarian of the Musical Society, and patrons of the Society's concerts held in the Institute will miss his familiar figure.

The many friends of **Mr. H. G. Lee**, late S.M. at Wallan, Healesville and other stations, but latterly performing other duties in the Head Offices, will regret to hear of his death at the comparatively early age of 56 years. We deeply sympathise with his widow and family.

It is with very great regret that we announce the death on March 17 of **Mr. F. E. Cliff**, late clerk in the Accounts Branch of the Railways. At the age of 16½ years he went to the World War and served in Egypt and France. Wounded in an engagement on the Somme on November 25, 1916, he returned to Australia as a cot case on January 10, 1918.

After undergoing numerous operations in England and Caulfield, including amputation of one leg, he was discharged from hospital. He attended technical school at South Melbourne, where he qualified for clerk, which position he held until forced to apply for sick leave. He became so ill that a return to hospital was ordered, where he suffered a great deal until he passed away.

**Lad Porter Felix R. Merange**, who was run over and accidentally killed by an up train on March 26 when crossing the line at South Kensington, joined the Service on March 26, 1925, his first job being group lad porter at Newmarket and South Kensington. He held three certificates, viz., ambulance, ticket checker's and telegraph. This would probably be a record for the short time he had been in the Service.

He was of a lovable disposition, and well liked by all his mates. Deep regret has also been expressed by the travelling public that such a bright and useful young life had been cut off so suddenly.



The Staff of "The Whisper" — Left to Right — Eva Phillips, Daisy Clyne, Nancy Stantley, Doreen Cummins, Peggy Tuxen, Ivy Rogers, Ruth Edwards, Annie Clyne.



## "The Whisper" Whispers Duplicating Bureau Doings

ENTERED upon its second year of publication, and deservedly popular is "The Whisper," a quarterly magazine of 36 p.p. crown 4to, produced and published by eight of the ladies attached to the staff of the Duplicating Bureau of the Victorian Railways, and designated their unofficial organ.

We congratulate these young ladies upon the high literary merit of their journal—excellent in the arrangement of its contents, as well as most interesting in variety of subjects.

Music and drama, social matters, personal paragraphs about people (those of the Duplicating Bureau included), general news, gardening and household notes, various verse, short stories, cleverly written editorials, comprise some of the subject matter.

The whole of the work, we understand, is done by the ladies themselves in their own time, i.e., they prepare the press matter, print it by means of a duplicating machine, fold and bind it in an artistically designed cover. Miss P. Tuxen is the editress, and Miss A. Clyne

the publisher.

During last year the proceeds from the sale of "The Whisper," resulted in a substantial amount, which the ladies very generously donated as a Christmas gift to the Carlton Free Kindergarten.

In addition to successfully conducting "The Whisper," the staff has also established a "Bureau Tea Club," managed by each of the girls in turn—for a period of one month. It provides, daily, "cups that cheer" for each member, for the sum of 6d. per week.

An enterprising body are the girls of the Bureau; they have their co-operative banking account, too, each paying over on pay-days an amount, which is deposited in the State Savings Bank. When the account closed last year, collectively they withdrew the sum of £68/2/6.

On similar lines, a fresh account was opened this year. May "The Whisper," together with their other enterprises, go on prospering and to prosper.

## The Old Days of Careless Handling Have Gone

(From the Melbourne "Herald")

IN your issue of March 26 is a letter signed "Merchant," Shepparton, stating that the railways are "slipping back," and that goods take seven days by rail, as against two days or less by motor, whilst the latter provides safer transport.

After personally seeing the actual working conditions of the railways, it is difficult for me to accept the statements.

The old days of careless handling of goods and undue delays in transit on our railways have gone. There now exists a cordial co-operative spirit between officers and men of the Department, having for its object the best possible service to its patrons, that I venture to say is unequalled in any other organisation of magnitude in Australia. That the object is being largely achieved is evident from the many expressions of satisfaction from con-

signors throughout the country.

A practice that is not generally known is that goods damaged in transit are carefully examined and report immediately sent to headquarters. Unless it is found that the railways are at fault, the consignees are communicated with, and their co-operation sought to prevent any damage with future consignments.

If the highly organised co-operative system for greatest possible service to the public that to-day exists on the Victorian Railways was adopted in our industrial plants and business offices, it would result in an all round increase in efficiency. Let any impartial critic investigate and he will agree with me.—Yours, etc.,

D. H. DUREAU.

Melbourne, March 29.



Here are some of Seymour's Way and Works men. On the extreme left of the front row are Messrs. W. H. Treloar, the Works Foreman, and E. J. Haines, the Works Master.

## Answers to Correspondents

**T. Whitefield.**—Too late for this issue. **S. McL.,** Maryborough.—Thanks; will use. **H. Thornton.**—He is attached to the Advertising Division, Railways. **H. P. Coleraine.**—Interesting; next; thanks. **H. G. Cooper.**—Reserved for next. **H. Baird.**—Thanks; kept for a later feature. **J. P. G.**—Retirement, with photo, next month. **E. C. Anderson.**—Thanks; we will publish.



## Transfers of Stationmasters

Transfers.—**P. J. Nankervis, S.M.,** Daylesford to c/o Room 9; **T. Bowdern, S.M.,** from Sydenham; **M. Dacey, c/o Room 9** to **S.M., Birchip;** **V. C. Taylor, S.M.,** Tempy to **Langi Logan;** **W. Middleton, S.M.,** Werribee to **Redcliffs;** **A. R. Boston, S.M.,** Yarrawonga to **Woomelang;** **C. Collins, S.M.,** Rainbow to **Daylesford;** **T. Barter, S.M.,** Corio to **Sydenham;** **A. Leroy, A.S.M.,** Hattah to **Bet Bet;** **H. Lamont, A.S.M.,** Bet Bet to **c/o D.S., Ballarat;** **L. P. Conroy, Acting A.S.M.,** Sunshine to **Hattah;** **H. Noy, Clerk, Castlemaine** to **Bunyip;** **Number-taker G. Northey, Maryborough** to **Glenhuntly;** **Mr. Boyle, A.S.M.,** Hattah to **Maffra;** **Mr. A. T. Booth, Camperdown** to **Mildura;** **Signalman J. McPherson, Woodend** to **Footscray;** **Mr. R. R. Rolls, A.S.M.,** Longwarry to **Clarkfield;** **Mr. J. McDonald, S.M.,** Mildura to **Warrnambool.**

The following transfers of S.M.'s have been effected in the Geelong District:—**Mr. T. H. Harbour,** from **Box Hill** to **Pirron Yallock;** **Mr. J. C. Boyd,** from **Seymour** to **Hamilton;** **Mr. J. E. Blackall, R.S.M.,** c/o **Room 9,** to **R.S.M.** attached to **Geelong District;** **Mr. J. F. Hornibrook,** from **Tungamah** to **Pomborneit;** **Mr. J. Carnegie,** from **Pomborneit** to **Tungamah;** **Mr. J. M. Hock,** from **Curyo** to **Sandford;** **Mr. R. Fisher, S.M.,** **Hamilton,** retired; **Mr. H. G. Hulm, S.M.,** **Merino,** to **Relieving Staff** attached to **Room 9;** **Mr. D. Little,** **Pirron Yallock** to **Neerim South;** **Mr. W. H. French, A.S.M.,** **Lara,** to **S.M.,** **Macorna;** **Mr. J. Jones, S.M.,** **Colac,** to **Seymour;** **Mr. A. Booth, Camperdown,** to **Mildura.**



The Station Staff at Wandin—Messrs. J. Foley (S.M.) on right, F. R. Coleman (A.S.M.) on left, and W. H. Wisken, lud porter, standing.

## Council Says Good-bye to Mr. Hyland

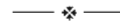
AT its meeting on Monday night, April 12, members of the Institute Council said good-bye to their fellow councillor, Mr. A. E. Hyland, who has gone to England to take over the job of pushing the Australian Products Sales Campaign.

Mr. Hyland, who was also connected with the Newspaper, Lectures and Classes, Finance and Constitution Committees, was presented with a handsome suit case, suitably inscribed, and many nice things were said about him by the President (Mr. J. S. Rees), the Senior Vice-President (Mr. W. Phelan), and other councillors present.

Members of the Betterment Board said au revoir to the former Chairman of the Board, Mr. A. E. Hyland, and Mrs. Hyland at a dinner at the Oriental Hotel last month.

Included in the party were Mr. and Mrs. G. A. Curtis, Mr. and Mrs. W. Robert, Mr. and Mrs. H. R. Gollan and Mr. and Mrs. C. Mullany. The party afterwards adjourned to the King's Theatre.

Mr. Hyland went to Queensland for a few weeks last month to see his people. Unfortunately, the trip was not very pleasant because of the illness of Mrs. Hyland and the children, but he was hoping that the sea trip would benefit them. Mr. Hyland left Melbourne on Tuesday, April 20, and sailed from Sydney for America on the "Tahiti" on April 22.



Mr. O. Hughes, Senior Clerk at Nth. Melbourne Loco., who has gone to England for 12 months' holiday.

Mr. J. S. Howell, a highly respected member of the Time Office Staff at Newport Workshops, was the recipient of a handsome presentation in the form of a set of cutlery from his fellow officers on the occasion of his recent marriage. The presentation was made by Mr. J. J. Turner, Principal Timekeeper.

His many friends regret the sudden serious illness of Mr. J. A. Roberts, who is chief clerk in the District Superintendent's Office at Maryborough, which necessitated an immediate operation recently. However, we are pleased to record that he is making steady progress.

The many friends of the Railways Official Photographer, Mr. W. Howieson, will regret to hear that he has been seriously indisposed and underwent an operation on the advice of his doctor. He is now progressing favorably, and by the time this appears in print it is hoped that he will once again be on the track with his camera.

## More Veterans Retire With Honour

<i>Name.</i>	<i>First Date.</i>	<i>Length of Service.</i>
<i>J. Gill, Foreman Turner, Newport</i> . . . . .	1881	45 years
<i>A. Aspinall, Foreman, Newport</i> . . . . .	1888	38 years
<i>F. Rankin, Striker, Newport</i> . . . . .	1911	15 years
<i>D. McKerchar, Laborer, Stawell</i> . . . . .	1888	38 years
<i>C. T. Christesen, Ldg. Driller, Newport</i> . . . . .	1889	37 years
<i>B. Addis, Hostler, Jolimont</i> . . . . .	1903	23 years
<i>D. Young, Engine Driver, Benalla</i> . . . . .	1887	39 years
<i>R. Fisher, Stationmaster, Hamilton</i> . . . . .	1884	42 years
<i>M. Malone, Signalman, Graham</i> . . . . .	1886	40 years
<i>W. Cook, Road Foreman, Sale</i> . . . . .	1887	39 years
<i>P. W. Kilmartin, Loco. Driver, North Melbourne</i> . . . . .	1888	38 years
<i>J. E. Spiers, Laborer, North Melbourne</i> . . . . .	1900	26 years
<i>W. H. McDonald, Ganger, Dimboola</i> . . . . .	1888	38 years
<i>A. King, Driver, North Melbourne</i> . . . . .	1889	37 years
<i>C. W. Thompson, Guard, Wodonga</i> . . . . .	1888	38 years
<i>H. Opie, Laborer, Ballarat</i> . . . . .	1912	14 years
<i>T. Wilson, Guard, Ballarat</i> . . . . .	1885	41 years
<i>F. Brown, Fitter, Newport</i> . . . . .	1889	37 years
<i>A. C. Parker, Depot Foreman, Geelong</i> . . . . .	1888	38 years
<i>J. Dorgan, Signal Adjuster, Flinders-street</i> . . . . .	1888	38 years
<i>E. A. Curtain, Station Master</i> . . . . .	1886	40 years
<i>J. W. Sturgess, Clerk, Spencer Street</i> . . . . .	1912	14 years
<i>L. C. P. Baker, Signal and Telegraph Supervisor</i> . . . . .	1883	43 years
<i>J. W. Bolger, Ganger, Traralgon</i> . . . . .	1886	40 years
<i>J. Webb, Ganger, Maryborough</i> . . . . .	1890	36 years
<i>P. Baker, Laborer, Arden Street</i> . . . . .	1912	14 years
<i>J. Menadue, Watchman, Arden Street</i> . . . . .	1920	6 years
<i>D. Mercovich, Laborer, Arden Street</i> . . . . .	1912	14 years
<i>M. Hanley, Ganger, Sea Lake</i> . . . . .	1890	36 years
<i>W. Foley, Road Foreman, Geelong</i> . . . . .	1883	43 years
<i>J. Fryne, Fencer, Castlemaine</i> . . . . .	1890	36 years
<i>W. M. Thomas, Laborer, Oakleigh</i> . . . . .	1912	14 years
<i>W. Bullock, Repairer, Caulfield</i> . . . . .	1901	25 years
<i>W. Thompson, Repairer, North Geelong</i> . . . . .	1912	14 years

A prominent and well-known personage on the Glen Iris line, **Mr. David E. Howes**, has retired from the Department after having worked as repairer on that length for the past 33 years.

His courtesy and willingness to always help others won for him a large number of friends, who gathered together to wish joy to him and his family, and presented him with a silver tea service.

Mr. Howes can tell many tales of his experiences while in the Department, and his home at Gardiner is well known by its fine model of our Australian native—the kangaroo.

A very enjoyable evening was spent at the Institute Rooms on April 10, when the Bendigo Branch of the A.F.U.L.E. held its annual smoke social.

On the occasion of his retirement from the Service, **Mr. J. Lowery** was the guest of the evening, and the recipient of a travelling rug, bag, and framed certificate of service from his comrades. Mr. Lowery was held in high esteem by all who came in contact with him.

Amongst the gentlemen present were Mr. Scorer, Depot Foreman, Mr. A. E. Cook, Mr. C. Wake, General President of the A.F.U.L.E.



**Mr. Frederick Brown**, Fitter, employed in the Car Fitting Shop at Newport Workshops, retired from the Service on March 18, after 36 years' service. Mr. Brown entered the Service as a journeyman, and has had an extensive experience on the various classes of work performed at Newport. He was regarded as being capable and conscientious in the discharge of his duties, and was made the recipient of a presentation by his fellow employees on the eve of his retirement.

**Mr. W. Tolliday**, who took charge at Warrnambool on January 9, 1926, was granted retiring leave on April 1, and will sever his connection with the Department on completion of leave on May 28. It is regretted that ill-health should have been responsible for Mr. Tolliday's retirement.

# District Transportation Activities

## Maryborough District

**B**ENEFICIAL rains were experienced throughout the midland district during the latter portion of March and during April, and have caused considerable activity in the agricultural and grazing areas. Landowners were prompt in taking advantage of the soaking rains, and areas under crop will be in excess of recent years. Stock prices have gone up and markets will be brisk, resulting in heavy trucking, particularly of sheep.

The "Back to Talbot" movement arranged for Easter proved a great success, and the home-comers spent a most enjoyable week in their native village. 155 passengers arrived from Melbourne by special train, and an additional 100 arrived off other trains.

The fruit traffic from the Mildura district has been very heavy. The following consignments, despatched up till 13th April, are an indication of the growth of this district:—Mildura—18,742 cases grapes, 189 cases peaches, 55,943 cases dried fruits; Redcliff—35,000 cases grapes, 60 cases peaches, 38,073 cases dried fruits; Merbein—24,000 cases grapes, 42,000 cases dried fruits, 2000 tons grapes in bulk for distilleries.

## Bendigo District

**D**URING the last month heavy rain has fallen over the greater part of the district. This has meant the breaking up of the drought, and is giving fine assurance for stock requirements and

## Geelong District

**T**HE following figures are supplied in connection with current season of wheat traffic:—Shipped to April 9, 1926, 618,860 bags; in stacks, 422,822 bags; total received, 1,041,682 bags.

For the month of March seven coal boats were dealt with at the local pier and 16,225 tons discharged.

next year's crops. Stock which had left the district is now being returned, and future prospects are very favorable.

The rain has also provided water in the reservoirs, and water trains have all been withdrawn.

During the month only 7700 bags of wheat were moved, leaving about 100,000 still at country stations. Down goods traffic during the month was very heavy.

Epsom railway station has figured prominently in the large number of cases of tomatoes consigned to Melbourne. The caretaker (Mrs. Collins) has given close attention to the growers in despatching their goods. In appreciation the growers combined and presented Miss Carmel Collins with a cheque to assist her candidature as Queen of the Hills.

## Gippsland District Has Good Ticket Collection and Punctuality Record

**T**HE Dandenong District has passed through a very trying time on account of the severe bush fires which raged more or less through the whole of Gippsland.

Owing to the generous response of the people of Victoria to the appeals for help, a great deal of the hardship that would otherwise have fallen on the sufferers, was mitigated, and with the monetary assistance that will be available numbers of the settlers will again make a start.

Quite a number of sawmills are again being put in commission, and as soon as possible will be turning out sawn timber and material for cases.

The Forestry Department are busy on a permanent tram line about eight miles long to serve the sawmills in the vicinity of Erica. The line will be run into Erica station, and it is anticipated will serve six or seven mills.

The work of renewing the bridges on the Noojee line is well in hand. At present the train terminates at Nayook. Passengers and essential goods are being conveyed between Nayook and Noojee by the Railways Department by means of a passenger motor and a motor truck.

The potato season has been a good one, and the growers are taking advantage of the prevailing good prices to truck large quantities to market.

With the continuous dry weather the pastures fell off, and there was a consequent re-

duction in the output of butter from the various factories. The recent fall of rain is having a beneficial effect, and a good crop of winter fodder is now assured.

Large quantities of apples are being shipped from the district for export.

The staff of the District are pleased at having obtained the best collection of tickets in the State for January.

It is confidently expected that the enthusiasm of every member of the staff, to which is attributed this fine result, will enable the District to maintain the premier position now held.

A further source of gratification to the staff is the consistent time-keeping of trains in this District as shown hereunder:—

	Passenger	Mixed.
Jan., 1926	92.41 p.c. on time	92.4 p.c. on time
Feb., 1926	91.76 p.c. on time	91.2 p.c. on time
March, 1926	90.41 p.c. on time	90.52 p.c. on time

*Most of us can have a servant working for us: Our savings.*

\* \* \*

*A warning is like an alarm clock: If you don't pay any heed to its ringing, some day it will go off and you won't hear it.*



## Victoria v. New South Wales at Cricket

THE annual cricket match between teams representing the Victorian Railways Administrative Officers' Cricket Association and the kindred association of the New South Wales Government Railways and Tramways took place in Sydney on April 9 and 10.

Mr. J. S. Rees, President of the Victorian Railways Institute, who is also President of the Cricket Association, accompanied the Victorians as manager.

On arrival at Sydney, the team was accorded a civic reception, largely attended by heads of branches of the New South Wales Railways and Tramways and prominent citizens. Mr. Rees, in expressing thanks for the reception, conveyed the greetings of the Victorian Railways Commissioners and heads of branches, and said the Commissioners would very warmly appreciate the honor conferred upon the Victorian team by the Lord Mayor of Sydney.

The match was largely attended on both days by leading Railway and Tramway officers, while on the second day Mr. Commissioner Brain lunched with the teams and stayed for an hour or so afterwards to witness the match.

On the Thursday both teams, with the local committee, were entertained at a picnic. The party left by train shortly after 9 a.m. for Hawkesbury, and thence by launch to Newport over the gorgeous Hawkesbury reaches. After lunch at Newport the launch was again boarded and a delightful journey made to Palm Beach. Surf bathing was indulged in at Palm Beach, and after tea the journey home was made by launch and train, reaching Sydney at about 10 p.m. A most wonderful outing, thoroughly enjoyed by all.

Mr. Oswald Cox, the secretary of the New South Wales Association, who was in charge of the party, was indefatigable in his efforts to make the jaunt a happy one.

The New South Wales folk again showed themselves to be fine sports, and were the first to congratulate the Victorians on their win. The shield remains with us for 12 months, when Mr. E. J. Doran and a strong side are coming over to do their utmost to wrest it from us.

Messrs. McPherson and Hosking accompanied the Victorian team as scorer and umpire respectively, while Mr. D. Jones acted as secretary in the unavoidable absence of Mr. Reg. Hunt. The association is indebted to these gentlemen for their help.

Despite the fact that the Victorians had got the runs required with three wickets, the match was played out, and eventually ended in a total of 419 for six wickets. The official win was therefore by 104 runs and four wickets. "Erney" Cameron, who bowled and fielded well, did not bat, preferring after the match was won to give the youngsters of the team a chance to prove themselves under fire and gain experience. This is the spirit that wins.

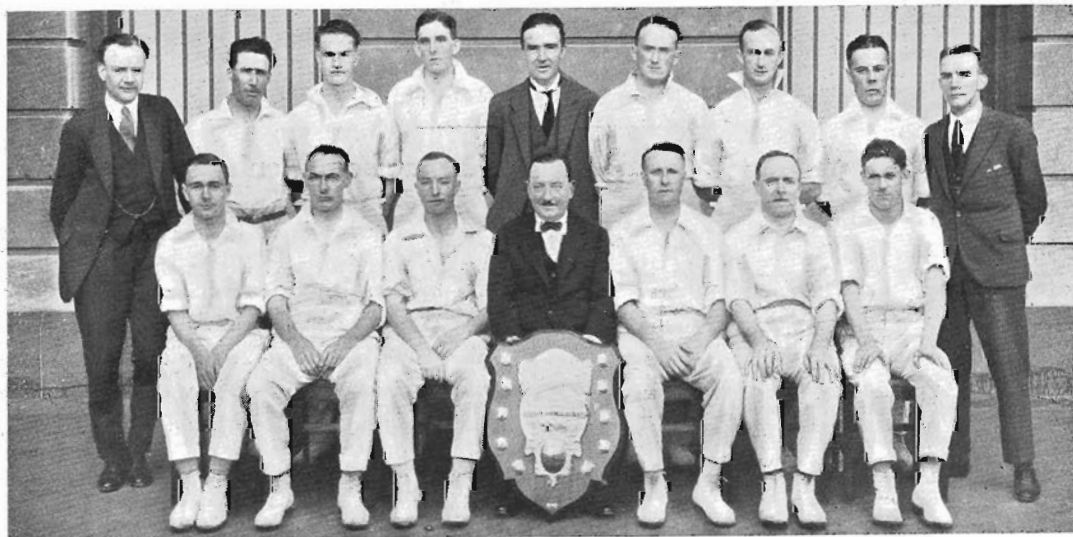
Appended are the scores in detail:—

### New South Wales.

Vincent, thrown out, 12; Cooney, caught, 32; Poole, run out, 7; Foster, caught, 7; Maidment (capt.), caught, 58; Ives, not out, 154; Thatcher, run out, 7; Norris, lbw., 12; Robison, bowled, 5; Davis, bowled, 3; Osborne, bowled, 5; sundries, 13. Total, 315. Bowling.—McSperrin, 2 for 74; Lansdown, 5 for 110.

### Victoria.

Mills, lbw., 54; Walsh, run out, 9; Lilley, stumped, 205; Lansdown (capt.), bowled, 60; Farnan, bowled, 25; Collins, not out, 29; Kelly, bowled, 9; McSperrin, not out, 11; sundries, 17. Total, six wickets for 419. Bowling.—Davis, 4 for 46; Robison, 4 for 79; Thatcher, 4 for 108; Cooney, 2 for 30.



The Victorian Team which defeated the New South Wales team in the annual match between the Administrative Officers of both States in Sydney. Back Row: Messrs. T. McPherson (scorer), F. Biehl, J. Kelly, A. McCrae, D. Jones (secretary), C. Walsh, P. Farnan, J. Tattersson, and A. Hosking (umpire). Front: Messrs. A. W. McSperrin, N. Mills, A. Lansdown, J. S. Rees (manager, with shield), C. Lilley, E. Cameron and H. Collins.



## Victorian Railway Riflemen Win Triggs Shield



ON March 20 an Interstate Railways Rifle Match was fired for the Triggs Shield. The contestants were teams of ten men from each, Victoria, New South Wales and South Australia, and conditions were 10 shots per man at each 300, 600, 700 and 900 yards.

The Triggs Shield, which is a handsome piece of work, was presented by a New South Wales resident for Interstate Railway Teams competition in 1913, when Victoria lost by one point. No matches were fired until October last, when this State secured possession of the shield at the annual rifle matches held in New South Wales.

As the conditions provide that the shield shall be competed for annually in the State by which it is held, this year's event was included in the programme of the annual matches of the Victorian Rifle Association, which are held in March.

Although the South Australian Railways Institute

is in its infancy, a team representing that State took part in the contest, but owing to the rather hurried arrangements were at a disadvantage. New South Wales came determined to regain the shield. At 300 yards they finished nine points ahead of Victoria. At 600 yards both teams shot solidly and compiled the same totals. Then at 700 yards, despite difficult weather conditions, our State wiped out the deficit and gained a lead of 26 points, which proved too great for our northern neighbors to overtake at 900 yards. Victoria won by 22 points, and in compiling a grand total of 1777 points created a record which is 19 points in excess of the best total recorded by representative State teams in Commonwealth matches.

Major E. Milne, D.S.O., Assistant Traffic Manager of New South Wales, and a son of the founder of these contests, conducted the match.

Mr. Commissioner Shannon, President J. S. Rees, Mr. A. Galbraith, Colonels C. E. Merrett and J. M. Semmens, President and Treasurer respectively of the Victorian Rifle Association, and several others prominent in rifle shooting, attended the function.

In the evening the visitors were entertained at a smoke concert at the Railways Institute. On Sunday, March 21, they were taken for a trip to Mornington.

A wish was expressed that next year the conditions be varied to permit the match being fired at Adelaide to assist South Australia and possibly to induce West Australia to participate.

Detailed scores were as follow:—

Victorian Railways.					
	300	600	700	900	Total
	yds.	yds.	yds.	yds.	
S. A. Long . . .	46	48	42	47	183
G. Geering . . .	42	48	44	48	182
J. Sarsfield . . .	45	46	46	45	182
J. Buttle . . .	44	48	44	43	179
S. C. Ellis . . .	46	47	41	44	178
P. W. Pearce . .	45	45	45	43	178
J. Bell . . .	43	45	41	47	176
W. Hilton . . .	45	42	45	43	175
W. Watson . . .	43	46	44	41	174
P. Thurlow . . .	42	46	43	39	170
Totals . . .	441	461	435	440	1777

New South Wales Railways.					
	300	600	700	900	Total
	yds.	yds.	yds.	yds.	
Totals . . .	450	461	400	444	1755

South Australian Railways.					
	300	600	700	900	Total
	yds.	yds.	yds.	yds.	
Totals . . .	376	316	304	247	1243

### Vic. Railways Football Association

A VICTORIAN Railways Football Association has been formed for 1926. Meetings will be held at the Institute each second Thursday in the month.

The following are the officers:—President: Mr. W. Donald; Vice-Presidents: Messrs. J. O'Meara and A. Downing; Hon. Treasurer: Mr. Prendergast; Hon. Secretary: Mr. J. Brain; Asst. Secretary: Mr. W. E. Darvall, and the committee is formed by two delegates from each club, of which there are ten in the association, viz., Jolimont Yard, Melbourne Yard, Flinders Street, Heidelberg, Box Hill, Oakleigh, St. Kilda, Essendon, Williamstown, Sandringham. The first match is on Wednesday, May 5, at 3 p.m. The team winning the 1926 premiership will receive a sum of money from the V.R.F.A.

The semi-final and final matches will be played on a closed-in ground, and a charge will be made for admission.

The four clubs qualifying for the finals will receive half the amount from gate, divided between them after expenses are taken out. The balance will be paid to the V.R.F.A.

Watch at all suburban stations and depot for the fixtures.—W.E.D.

**"SOCCER" FOOTBALL.**—As there are many members of the Victorian Railways who are interested in "Soccer" football, a proposal has been put for-

### Warrnambool Men's Sporting Record

To the Editor.

Sir.—You drew attention in a recent issue of the "Magazine" to the sporting element in the ranks of Maryborough's railwaymen.

We have in a small place like Warrnambool a Cricket League, of which more than half are railwaymen. Two local railwaymen are prominent members of the town's football team, and one of our firemen is an asset to the leading tennis club. One of our clerks is a golf fiend, who will make a name for himself, and the best wicketkeeper in the district is our sketch man.

Another loco. man is a deadly bowler in the competitions, one of the clerks is a coursing man, and three or four of us have been close to the aggregate for the anglers' prize.

Two of our shunters would make good long-distance runners, also; but they have no competition.—Yours, etc.,

W. H. NORRIS.

Warrnambool.

ward that a Soccer Club should be formed. The undersigned would be glad if all interested would communicate with him, so that a conference may be arranged.—T. J. Farrell, Room 177, Railway Offices, Spencer Street.

# Interstate Railway Bowling Contests

For some years the Victorian and South Australian Railways bowlers have had annual contests at Easter, alternately in Melbourne and Adelaide. This year it was South Australia's turn to visit Victoria.

**I**N the contests in 1925, in Adelaide, the South Australians won the rubber, and they had visions of repeating the dose this year.

The visitors, some of whom were accompanied by their wives, arrived in Melbourne on April 1, under the management of Mr. Roy Mason, a leading figure and popular member of the South Australian team. They were met at Spencer Street by Vice-Presidents Blackie, Beulke and other leading Victorians, the President of the Victorian Railways Association being unavoidably absent.

After taking up their quarters at the Port Phillip Club Hotel, Flinders Street, they attended at the V.R. Institute, where President J. S. Rees, Vice-President W. Pheilan, and members of the council extended an official welcome.

Mr. S. C. Jones, Secretary of the Victorian Railways Association, took the opportunity of presenting to the President (Mr. J. J. Turner) a trophy for competition each year with South Australia, and as the latter had won last year he asked Mr. Turner to present it to Mr. Roy Mason.

In accepting the trophy Mr. Mason hoped that they would be able to retain it, but he was satisfied that whatever team won, the same good feeling which had hitherto existed would continue.

In the afternoon the South Australian and Victorian ladies were entertained at "Buckley's" by Mrs. J. J. Turner, wife of the President, while the men folk practised at Carlton Green.

On Thursday evening an electric light game was played at Melbourne (Windsor) and was won by South Australia, and the ladies were entertained in the pavilion by Mr. Alex. Wotherspoon and other leading artists.

On Friday, April 2, the first test was played on the Melbourne Green, Windsor. The contest was a close one, and resulted in a win for Victoria by 17 points, the scores being:—

	Vic.	S.A.
Hughes, Robinson, Ninnis, Roberts, G. . . . .	30	
Keane, Collett, Noden, Mason, Roy . . . . .		21
Johnson, Tobitt, Davies, Beulke, H. . . . .	22	
Stevenson, R., Pitt, E., Roberts, A., Johns, L. T. . . . .		21
Bromilow, May, McClelland, Jones, S. C. . . . .	30	
Woods, J. J., Chapman, Short, Morphett, A. H. . . . .		20
Stevenson, M., Webster, Crawford, Turner, J. J. . . . .	24	
Welsby, Gales, Bray, Wiesemeyer, E. C. . . . .		27
<b>Totals . . . . .</b>	<b>106</b>	<b>89</b>

On Saturday, April 3, the second test was played on the Toorak Green. The Victorians went off with a substantial lead and won by 35 points, and with it the rubber, the scores being:—

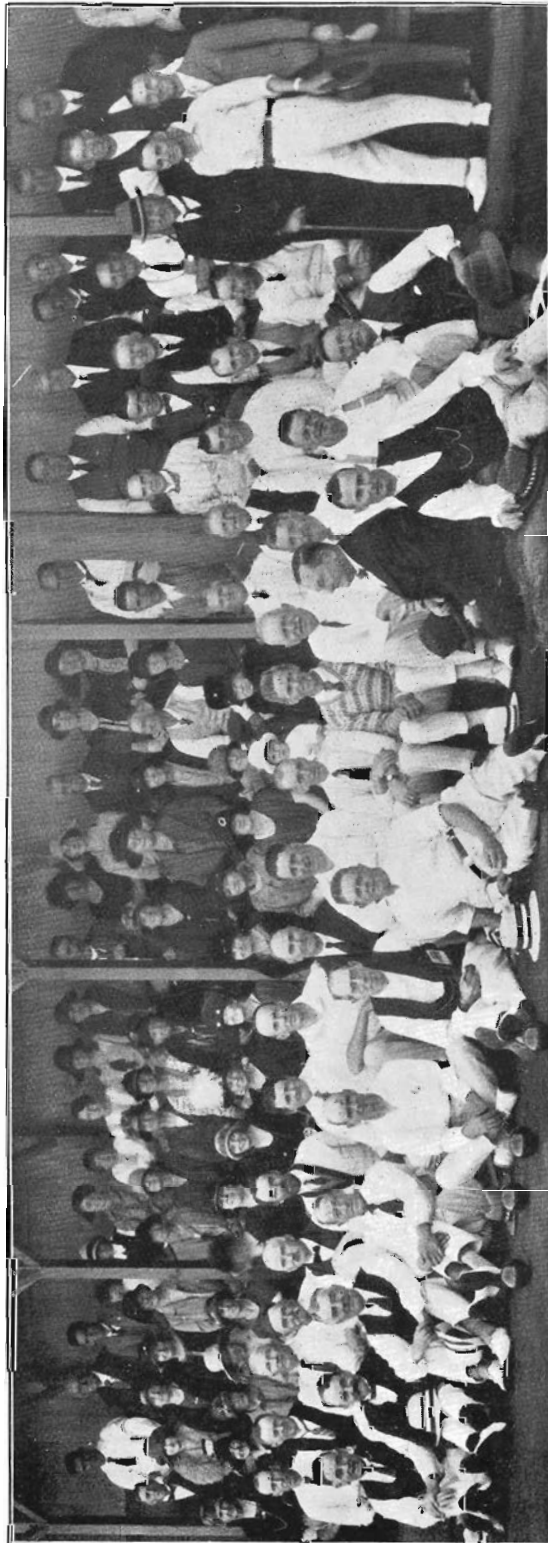
	Vic.	S.A.
Taylor, Blackie, Crawford, Turner, J. J. . . . .	28	
Scanlon, Collett, Noden, Mason, Roy . . . . .		24
Hohmuth, Rogerson, Johnson, Beulke, H. . . . .	25	
Woods, Chapman, Short, Morphett, A. H. . . . .		21
Ellis, Maconochie, McClelland, Jones, S. C. . . . .	34	
Stevenson, R., Earl, Roberts, A., Johns, L. T. . . . .		25
Hughes, Robinson, Ninnis, Roberts, G. . . . .	39	
Welsby, Gales, Bray, Wiesemeyer, E. C. . . . .		18
<b>Totals . . . . .</b>	<b>123</b>	<b>88</b>

Mr. Mason congratulated the Victorians on having secured the rubber and the trophy.

In the absence of President J. J. Turner, Mr. S. C. Jones responded on behalf of the Victorians. He congratulated the South Australians for their fine spirit of sportsmanship.

On Saturday evening the visitors were the guests of the Victorians at the Theatre Royal, where they enjoyed "Lilac Time." Among the visitors were Mr. Commissioner Molomby and Mrs. Molomby and Mr. M. J. Canny (General Superintendent).

Sunday was free and the visitors took the opportunity of calling to see friends or had a trip to the



*Victorian and South Australian railwaymen interested in the ancient game of bowls spent an enjoyable time during the recent visit of the South Australian Railway bowlers to Melbourne. A combined group of both teams, with their friends, during one of their matches at Windsor Melbourne.*

# Notes From the V.R. Draughts Club

By "Bristol."

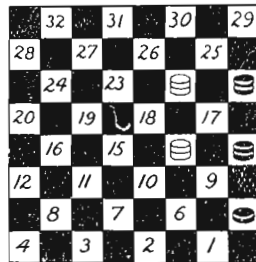
THE English-speaking people outside the United States call it the game of draughts. Others call it checkers. In France it is known as la jeu de dames, in Italy as della dama, and in Germany as das dammspiel. In Holland the checker board is called dambrod, and in Scotland, as will be remembered by readers of Dean Ramsay's Anecdotes, dambrod still survives. In Polish, the game has, besides that of dama, the name arcabry or warcaby, supposed to be of Oriental origin. In Spain the name agedras is applied to both checkers and chess. The Egyptian Arabic name is demah. In China it is known as the game of circumvention, which is very appropriate indeed.

(a) If 24-20, 16-19, 20-16, 19-23, 16-19, 23-27, 19-23, 27-31, 23-18, 31-27(b), 18-14, 27-23, 14-9, 6-10, 9-5, 23-18, 5-9, 18-15, 9-5, 10-14, 5-1, 15-10, 1-5, 10-6, 5-1, 14-10, 1-5, 6-1, 5-9, 1-5, B wins.

(b) 6-10, 18-23, 10-14, 23-19, 31-27, 19-16, 27-24, 16-20, 24-19, 20-16, 19-15, 16-20, 15-10, 20-16, 10-6, 16-11, 14-18, Black wins same as trunk variation.

A Draught Tournament played at Loco. Depot, Nth. Melbourne, by members of the Railway Draught Club ended in an interesting feature, one of the handicap players (Mr. T. Grose) tying twice in the play-off with the leading scratch man, Mr. W. Cambell. The next set of games proved a battle in greatness, ending in Mr. T. Grose winning the first and drawing the next in the set, finishing as winner of the tournament in a most exciting game.

**Problem 3.**  
Known as Third Position.  
By "Avery."  
Black—Kings, 21, 13; Single Piece, 5.  
White—Kings, 22, 14.  
Black to move and win.



**Solution to Problem 2.**  
Second Position, by "Payne."

4-8	27-32	31-27	32-28	10-15	28-19	6-1
32-27	19-24	28-32	15-11	24-28	15-23	7-11
8-11	32-28	27-24	28-24	15-19	12-8	14-9
27-24	24-27	32-28	3-7	28-32	23-18	13-6
11-16	28-32	24-19	24-19	19-24	8-3	1-10
24-27(a)	27-31	28-32	7-10	32-28	18-14	B wins
16-19	32-28	19-15	19-24	11-16	3-7	

Black—Mr. Cambell.  
White—Mr. Grose.

11-16	29-25	11-15(b)	22-18	23-18
21-17	15-24	26-22(c)	5-9	10-14
8-11(a)	28-19	15-19(d)	18-15	White wins.
25-21	8-11	30-26	19-24	
16-20	19-16	7-11	25-22(e)	
24-19	12-19	16-7	10-19	
4-8	23-16	2-11	17-10	
17-13	9-14	27-23	6-15	
11-15	22-17	11-16	1-10	

(a) 9-14 or 9-13 is usual here.  
(b) Now 9-14, 22-17 double corner.  
(c) 26-23 is the move here.  
(d) 7-11 is very strong for Black here.  
(e) Very good, and well played.

Annotated by Mr. J. Boylis, the present State Champion.  
J. S. MORCOMBE, Hon. Sec.

## Interstate Bowls—Continued.

various holiday resorts.

Monday, April 5, broke dull and wet, and many inquiries were made on the secretary's telephone as to whether there would be any play. Being an optimist, he urged one and all to attend at Alma Club wet or fine. If bowls were not possible there was room for indoor games.

At 2 o'clock the rain ceased, and although the green had not been prepared the game was played and again Victoria won, by 22 points, the scores being:—

	Vic.	S.A.
Bromilow, Kelcher, McClelland, Jones, S. C.	16	
Welsby, Earl, Bray, Wiesemeyer, E. C.		19
Robinson, Rosman, Johnson, Turner, J. J.	26	
Woods, Chapman, Short, Morphett, A. H.		23
May, Malan, Rogerson, Beulke, H.	30	
Chettle, Collett, Moden, Mason, Roy		21
Taylor, Close, Hughes, Roberts, G.	27	
Stevenson, R., Pitt, E., Roberts, A., Johns, L. T.		14
<b>Totals</b>	<b>99</b>	<b>77</b>

The Alma ladies, assisted by the Victorians, provided for the entertainment of lady visitors and players. The spacious pavilion was decorated, and while the game was in progress the ladies had afternoon tea interspersed by speeches from Mrs. Murdoch (President, Alma Ladies) and others. At the adjournment for tea, Mr. Baxter, hon. secretary of Alma Club, extended a hearty welcome to the South Australian and Victorian Railways Bowlers.

On Tuesday, April 6, most of the visitors returned to Adelaide by express, and presentations were made to Mrs. and Mr. S. C. Jones and Mr. Roy Mason by the visitors as a token of their appreciation for what had been done to make the trip so enjoyable.

## Geelong Railwayman's List of Wins

The many friends of Mr. Jack Kroger, Timekeeper, Geelong Goods, will be pleased to learn that since December 26, 1925, he has successfully competed in amateur athletics as under:—Dec. 26, 1925, Sports at Moonee Valley, 2nd in 880 yards; Jan. 1, 1926, Sports at Werribee, 1st in 1 mile; Mar. 13, 1926, Sports at Exhibition, Melbourne, 2nd in 2 mile; Mar. 27, 1926, Sports at Geelong, 2nd in 100 yards, 1st in 440 yards. Each of these events were handicaps. Mr. Kroger was also a member of the Geelong Presbyterian Guild Harriers, which ran into second place (to East Melbourne Harriers) in H. H. Hunter Shield, and also second in the Interclub Track Championship. His brother, Max Kroger, won the State Decathlon, and was responsible for gaining a record number of points. The latter, it might be mentioned, has been selected a member of the Victorian team to compete in the Australasian Championships to be held in Brisbane on August 14.

## Successful Picnic

The Maryborough railwaymen held their annual picnic at Creswick on April 3. Mr. E. J. La Roche, the secretary of the committee, reporting on a visit to Creswick, said that the town was one of the prettiest places in Victoria, so that, as on a former occasion, they felt it was eminently suitable for their purpose.

A most enjoyable day was spent by everybody. An excellent programme of sports was put through. The principal pedestrian event—the Railway Handicap—was captured by R. Sullivan, of Maryborough, who is one of the new men for the league football team this year.

A largely attended concert was held in the local town hall in the evening, when a splendid programme of musical items, vocal and instrumental, as well as recitations, was carried out. Miss Wenmouth proved a capable accompanist.



WAY AND WORKS CRICKET TEAM.—Standing: Messrs. A. Drummond, A. Mitchell, A. O'Meara, J. Furlong, J. Kennedy, L. McSpeerin and M. Sullivan. Sitting: K. Little, R. Wearen, W. Wilson, C. Todd, A. Williams and J. Heath.



JOLIMONT WORKSHOPS CRICKET TEAM—(Back Row): F. Condon, N. Cairncross, J. C. Gordon, J. Maloney, E. Allen, E. Andrews. (Front Row): R. Crisp, L. McMahon, C. White, S. Holmes (Capt.), L. Burke (Vice-Capt.), N. Coy.



NEWPORT WORKSHOPS CRICKET TEAM—(Back Row): T. Snowden, R. Orchid, A. Patterson, J. McKenzie, A. Bell. (Front Row): T. Smith, F. Canning, D. R. Juckes, J. Yankins (Capt.), J. O'Brien, B. Weller.

## Four Hundred and Sixty-eight Days Without a Lost-Time Accident

THIS remarkable performance has been achieved by the Canada Cement Company, Port Colborne, Ont., which employs 250 men in its plant.

It is all the more remarkable when the extreme hazards associated with a Cement Mill are borne in mind.

"Safety First" work enabled this to be done.

Let this fine record spur us on to greater effort in our Safety work, which must be continually before us day in and day out if we are to improve our accident record.



**HEAD OFFICE CRICKET TEAM**—(Top Row): R. Ryan, C. Robertson, J. Hagg, W. Mitchell, S. McArthur, F. Cadan, A. Gronn. (Sitting): W. Orchard (Capt.), F. Stewart, J. Ridge, H. Espie, S. Powell.

## Railway Prizewinners

(Continued from page 29)

College at the beginning of this year, 120 had either technical or high school qualifications. There were boys from every technical school in the State, except two, as well as lads from the big public, high and secondary schools. Some came from New South Wales and Tasmania.

"The results of the annual examinations held last December were, on the whole, very satisfactory," said Mr. Nillson. "Fifty apprentices were successful in completing the three years' course and to-night receive the Railway Department's certificate. The first lads to receive one of these certificates were our 1924 scholarship winners, Apprentices G. E. Cole, C. C. Clayton, and W. J. Johnston, who are now in the second year of their course at the Melbourne Technical School, and whose results so far have been excellent.

"The scholarship winners for last year were Apprentices A. A. Phair, P. J. Dance, J. F. Smyth and C. R. Hansford, and these students have now commenced the Diploma Course at the Technical School.

The fourth scholarship was specially awarded by the Commissioners in view of the consistently good work of Apprentice Hansford throughout the three years' course.

"Another scholarship which is prized very highly is the Department's free place at the Melbourne University. Apprentice T. M. Bye, who is the son of a railwayman, has been selected by the Commissioners, and will at once begin the Degree Course in Mechanical

## Famous Last Words

"I wonder if it's loaded. I'll look down the barrel and see."

"They say these things can't possibly explode, no matter how much you throw them around."

"I wonder whether this rope will hold my weight."

"It's no fun swimming around in here. I'm going out beyond the life lines."

"There's only one way to manage a horse. Walk right up in back of him and surprise him."

"That firecracker must have gone out. I'll light it again."

"Watch me skate out past the 'Danger' sign. I bet I can touch it."

"These traffic policemen think they own the city. They can't stop me. I'm going to cross the street now. Let the chauffeurs look out for me."

"What a funny noise that snake makes. I think I'll step on him."

"I've never driven a car in traffic before. But they say it's perfectly simple."

"Oh, listen! That's the train whistle. Step on the accelerator, and we'll try to get across before it comes."

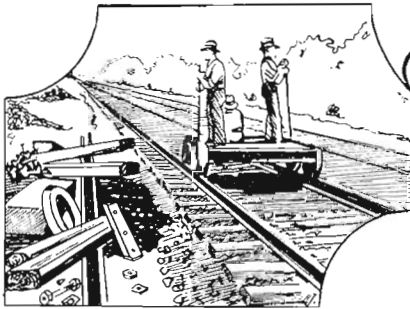
## Engineering.

A fine musical and vocal programme was presented during the evening by the Institute Orchestra, and several of the Instructors of the Social Classes at the Institute.



## V.R. Rifle Team

Back, Standing.—  
Left to right: P. W. Pearce, G. Geering, S. Ellis, W. Hilton, J. Ball, P. Thurlow.  
Sitting: H. C. Watson, S. Long, G. Waugh (capt.), J. Buttle (secty.), J. Sarsfield.



# Safety First

NOTES for MAY

## Stack Material Well Back from the Track

### CARELESS LOADING WAS THE CAUSE.

**F**AULTY loading of hand and motor trucks is often the cause of accidents.

A nasty injury in the shape of a crushed toe was received by an employe when sweeping up a shed in one of our locomotive depots.

Another employe, pushing a truck loaded with two iron trestles, was passing him at the time, and one of the trestles fell from the truck on to the sweeper's toe.

Careless loading was the cause.

### WATCH QUADRICYCLE HANDLES.

**S**EVERAL accidents have occurred to employes when jumping on and off quadricycles.

Here is an account of an accident of this type which befell a linesman the other day. When jumping on his machine, which had just been started, his foot was jambed between the returning handle and the side of the quadricycle.

A similar accident to the above occurred less than three weeks previous to the incident described above.

Watch the return of the handle.

### ACCIDENTS ARE EXPENSIVE.

**W**ANT of care cost a Car Cleaner half-pay for four days. He was standing on a van step cleaning windows when he slipped and fell down between the platform and the van, injuring his ankle.

A simple accident, easily preventable. Ordinary care was all that was needed.

### A PUMP STICK HAS A NASTY KICK.

**A**LMOST every trackman has had cause to remember receiving a nasty knock from a pump stick.

A little while ago a Repairer at Hopetoun was struck in the neck by a pump stick which slipped through his hands, causing abrasions to the throat, cheek, etc.

Keep a firm hand on the pump stick, and mind it doesn't work off the spindle.

Be Careful Always—All Ways.

### BOOTS ARE BETTER.

**A** STRIKER engaged in the Bendigo Workshops received burns on his feet. He was working at a steam hammer when a piece of hot scale fell into his shoe and burnt his foot.

This accident would not have occurred had he been wearing boots instead of shoes.

### CAUSTIC SODA BURNS LIKE BOILING WATER.

**A** REPAIRER at Sydenham found this out while transferring soda solution from a mixing barrel to a tank by means of kerosene tins.

He spilt a quantity of the liquid, which came in contact with his leg, causing a burn so severe as to necessitate his absence from duty.

Treat caustic soda like boiling water—handle it carefully.

### WATCH YOUR HEALTH.

Health examinations, taken once a year at least, mean life prolongation. They mean more: they point the way to the enjoyment of life.

### U.S.A. SAFETY SLOGAN CONTEST.

**A** SLOGAN contest was recently conducted in the United States by the National Safety Council.

More than a thousand suggestions were received.

"PLAY SAFE" was the winning slogan, submitted by four persons, one of whom was in prison.

Other prize winning slogans were as under:—

Why the Hurry?

Use Judgment.

Spare the Kiddies.

Safety and Courtesy are Traffic Twins.

Better One Minute Late Than Eternally Dead.

Are Your Brakes Always On the Job?

Life First—Time Second.

Obey That Safety Impulse.

Give Safety the Right of Way.

Almost every one of the above slogans, which were submitted for use as warnings on streets, could be adopted by railwaymen with advantage.

Essential Food.  
Care of Baby's  
Health.  
Prevent Heart  
Trouble.

## Health Hints for the V.R. Family

How to Reduce.  
Don't Read Up  
Ills.  
Harmful Cos-  
metics.

### WHAT TO EAT DAILY.

The daily food ration should contain at least a pint of milk, two vegetables, one of them leafy, and some fresh fruit. The appetite will take care of all other needs with these essentials.

### BRUSHING BABY'S TEETH.

The introduction of the baby to the toothbrush is an important event which should take place in very early life. The baby and the toothbrush should become acquainted as soon as the first teeth are well erupted. Brushing should be repeated several times a day with a gentle up and down motion.

### PREVENT HEART TROUBLE.

**A** MAN should not ask his middle-aged heart to drive his blood through a mass of unnecessary fat. A large abdomen is neither fashionable nor healthy.

A person can prevent poor bodily habits and physical indolence. He can get his weight down if he is too heavy. If he has to work hard, he can find some time for play and exercise.

The most important step in preventing heart disease is a thorough and periodic physical examination.

### PERIODS OF REST RELIEVE EYESTRAIN.

**T**HE structures of the eye are so delicate and so easily damaged that any injury or inflammation should receive immediate and skilled attention. An eye containing a foreign body, such as dust, soot, metal scrap or glass that cannot easily be removed or an eye that has been cut or scratched, should be closed and tied up immediately with a bandage or a clean handkerchief until a physician can be consulted.

The eye is the most sensitive and highly specialised organ of the body, and only about 10 per cent. of all eyes conform so closely to type, that they may be called normal. At least 60 per cent. are so defective as to cause ill health and reduced efficiency.

Eyestrain and its effects cause more pain and disability than all other eye troubles put together. It probably is responsible for more headache than all other things, to say nothing of eye pain and fatigue, facial spasm, nervous dyspepsia, nausea, vertigo, general fatigue and nervousness, lack of power of concentration, sleeplessness, and many other ills.

Eyestrain can be relieved by proper glasses, proper use of the eyes and proper periods of rest.

### COSMETICS OFTEN POISON.

**C**REAMS and lotions ill adapted to the particular need of the person using them may cause local or systemic disturbances dependent on the quantity and quality of the drug contained therein, and the degree of sensitiveness of the person. Each drug usually gives a more or less fixed train of symptoms which the physician recognises. All too often the user of the cosmetic mistakes the signs of overuse and applies more of the cream or lotion. The result is that the evidence of the toxic reaction increases.

### DON'T "READ UP" ON ILLS.

**T**HOSE suffering from "nervousness" should not read any books dealing with mental disease. Such persons are impressionable, and will find great difficulty in properly interpreting the text of such books. They will often have suggested to them new symptoms which will create new fears, and perhaps because of differences of opinions of various authors be led into confusion.

It is far preferable to present one's symptoms to a properly trained physician, who can interpret an individual case and give advice suitable to the patient and his environment. Although the material in some books on these subjects may be wise and logical, it cannot be applied to individual cases. Attempts to find solace from such publications frequently lead to increased disability.

### LESS FATS; LESS WEIGHT.

**D**IET is by long odds the most important factor in reducing. The most fattening foods are fats, carbohydrates (starches and sugars), and alcohol. The least fattening kind of food is protein—lean meat, fish, fowl, eggs, cheese, gelatin. Protein is also the most necessary food, and the most strengthening when the total diet must be low. Green vegetables and the lighter kind of fruit supply bulk, vitamins and laxative qualities with relatively low food value.

The average person who is slightly overweight can reduce by moderately restricting the fats (butter, oil, fat, meat, bacon), starches (bread, cereals, potatoes, macaroni), and sugars (cane sugar, syrup, honey, desserts, candy) in his diet. Almost any obese person can reduce by following a diet of lean meat and other proteins, green vegetables, and such fruits as are not too high in starch and sugar. Exceptional cases, in which the obesity is too stubborn to be reduced by these simple measures, require direct supervision by a physician or specialist.



**A DISCUSSION IN LETTERS.**

A B ?  
S.  
C D goldfish?  
M N O goldfish.  
S A R.

"Wonder why so many men sing while taking a bath?"  
"I know why I do—the bathroom door won't lock."

"So you are my grandma, are you?" said Johnnie.  
"Yes," was the reply. "I am your grandmother on your father's side."  
"Well," said Johnnie, "you're on the wrong side. You'll soon find that out."

"What's the steak like, steward?"  
"Tender as a woman's heart, sir."  
"Um; Bring me a couple of sausages."  
—"S.A.R. Magazine."

It was a wet day, and as the pretty girl entered the crowded car a man rose to his feet.  
"No, you must not give up your seat; I insist," said the young woman.  
"You may insist as much as you like, miss," was the reply. "I'm getting out here!"

Marriage is like a railroad sign. When you see a pretty girl you stop; then you look; and after you're married you listen.

**The Crises**

He stood outside the door, impatient,  
Clasping his hands behind him  
And pacing back and forth.  
He could hear the swish, swish  
Of white skirts  
And a man speaking in slow, professional  
tones.  
He thought of his wife,  
His own dear Nell  
Inside there . . .  
Suffering!  
And all for him,  
Because he had wanted it.  
Hours passed.  
At last the door opened  
And the girl  
In her stiff white uniform appeared  
He rushed toward her  
With outstretched hands,  
Gripped tightly.  
"It's a beauty!"  
She said.  
"The prettiest permanent wave I've seen in  
years!"—"Life."

"What do you do when you get something ending with 'R.S.V.P.'?" asked the novice.  
"Don't let them fool you," replied the radio fan. "There's isn't any such sending station."

"What was the name of that last station we stopped at, mother?"  
"I don't know. Be quiet. I'm working out a crossword puzzle."  
"It's too bad you don't know the name, mother, because little Oscar got off the train there."

"Why are you standing in front of the office you got fired from. Waiting to get your job back?"  
"Not much; I just wanted to see if they were still in business."

When I went to the station I says to the conductor, says I: "Is this my train?"  
And he says to me: "I don't think so; it belongs to the Department."  
"I'm going to take it, anyway," I says to him.  
And he says: "You want to be mighty careful about that, young man, for there have been several trains missed lately."

She turned to the young man who was showing her through the workshops, and, pointing, asked.  
"What is that big thing over there?"  
"That's a locomotive boiler," the young man replied.  
"And what do they boil locomotives for?"  
"To make the locomotive tender."

"So you are lost? Why didn't you hold on to your mother's skirt?"  
"I couldn't reach it," sobbed the child.

**Send-off to Mr. A. Fisher at the  
Ironwork Shop, Spencer Street**

**A** SEND-OFF, with musical honors, was tendered to Mr. Arthur Fisher by his fellow workmates at the Way and Works Workshop Depot, Spencer-street, Melbourne, on the occasion of his retiring from the Department after 28 years' service.  
On Wednesday, March 17, a presentation from his fellow workmates was made in the form of a gold medal, suitably inscribed, and a purse of notes.  
Several musical items were rendered at the presentation, and the item that drew the greatest applause was the rendition by Mr. Fisher of "The Song That Reached My Heart," in which the whole of the men in the workshop joined in the chorus.  
Mr. Fisher was popularly known as "Hell-o-o-," with which saying he would greet everyone in the workshop.  
He leaves the Department with the greatest respect of every man, and with wishes for long life, health and prosperity.





POTTED EDITORIALS BY VICTORIAN RAILWAY EMPLOYEES.

Comment on interesting or timely subjects of interest to railwaymen is invited. Contributions should be limited to 100 words, short, bright, and to the point.

**C**O-OPERATION is absolutely essential in every undertaking, where man is concerned.

Even in sport, where two sides are engaged in a battle for supremacy, each side must play as a team, and not as individuals.

It is quite easy for 40 men to lift a slab of wood weighing a ton, yet it is an impossibility for the average man to do so.

These are examples of co-operation, or team work, and that spirit is being infused daily into the minds of the 29,000 railwaymen in Victoria.

The public is awakening to the fact that railwaymen are endeavouring to give the best service. Criticism, though still rampant, is being gradually ousted by commendation, and a far greater mutual understanding is growing between the railways and its patrons.—Roy F. Evans, Junior Clerk, North Geelong.

## A Healthy Nation

"Fruit is a Necessity, Not a Luxury," Says a Leading Dentist.

**T**HE value of a correct diet as a means of raising the national standard of health was emphasised by Dr. G. E. Payne Philpots, of Melbourne, President of the Food Education Society, who recently visited Sydney to lecture on the prevention of disease.

"The principles I advocate," he said, "will tend to prevent the carrying-off every year in Australia of 13,000 children under the age of 10 years. What I wish to explain are the same principles as I am following out with my own children. One of my boys, aged 9, has never used a tooth brush in his life, relying, at the end of every meal, on fruit, an apple for preference, as the best method of keeping the mouth clean."

If all parents provided a correct diet for their children (Dr. Philpots continued) there would be an improvement in national health. If we were to keep the British flag flying on this continent we had to fill our spaces with healthy people. Improper food was causing more disease than anything else. People overate, and half of what they ate nourished the body, and the other half caused disease. A child fed correctly to the age of 15 was a healthy citizen. That meant the wiping out of disease. Another important thing was the necessity for the slow, deliberate chewing of food.

"In two generations," he declared, "we can show a marked improvement in children's teeth if a correct diet is applied by replacing white bread and highly refined foods by wholemeal bread, eggs, butter, plenty of fruit, and meat in moderation. Children should have milk to drink at every meal."

## Courteous Treatment is Appreciated

The following letters have been received in appreciation of courteous treatment:—

**T**HIS is not a letter of complaint, but one of extreme gratitude for kindly sympathy and help given to my wife by Flinders Street Station staff and crew of the Port Albert train. Owing to a misadventure, rather than leave her little daughter stranded on the station alone, my wife left the train containing her luggage, valued at £20. This was promptly recovered at Nyora intact, despite the fact that nothing was labelled.—C. J. Cooper, Foster, writing to the Commissioners.

**I** DESIRE to express my appreciation of the courteous consideration extended by Porter Bus-bridge, No. 885, of Princes Bridge Station, to my wife and children on their return to Melbourne on Wednesday evening last. It was necessary that Mrs. Mooney should return promptly to Melbourne on account of the disastrous fire which burnt the week-end cottage in which she was holidaying at King Lake. On arrival at Princes Bridge, in her excitement in getting the children out of the train, she left a parcel of their clothing in the rack, which was not missed until the train was shunted to a side road. On mentioning the matter to the porter named herein he promised that he would immediately go to the train. He obtained the parcel, and had it strapped securely to a push-chair that was forwarded by the same train for delivery to Glenhuntly Station, with the result that we secured the parcel of clothing intact.—D. J. Mooney, Caulfield.

## Help Relieve Unemployment

**R**EPRESENTATIVES of the Operative Painters and Decorators' Union of Australia have directed the attention of the Commissioners to the fact that painters in Melbourne have gone through a period of unemployment unparalleled during the last 20 years, and as a result many of the painters are in straitened financial circumstances.

The Union executive is now endeavoring to obtain employment for as many of its members as possible, in order to make provision for the coming winter.

The Commissioners have promised to do everything possible to assist the painters, and with this object in view they take this opportunity, through the "Magazine," to bring the position before railwaymen and the public generally, so that they may have any necessary painting work carried out at the present time when unemployment exists in the painting trade.

Unemployment in even one section of the community has its effect on all the others, and as the prosperity of the railways and railwaymen in particular is so closely connected with the general prosperity of the State, railwaymen would be doing themselves a good turn by putting in hand any work which would give work to the unemployed painters.

Mr. H. Watson is the secretary of the Operative Painters and Decorators' Union of Australia, and he may be communicated with at the Melbourne Trades Hall.



## THE CHILDREN'S PAGE

Uncle Ben has received such a lot of nice letters this month, several of them from new nephews and nieces, too, that he is quite proud of his large family. Uncle Ben just loves to get letters from his children; he hopes to receive all such letters not later than the 10th of each month.

**UNCLE BEN** thanks all his nephews and nieces who were so good as to write to him last month.

**Marjorie Bradford, Tarnagulla:** Yours is a neatly written letter. Am pleased you got along so well at school. Glad you like the "Magazine," and that you send it to your cousins in Queensland.

**Betty Sutton, Newport:** It is pleasing to hear, Betty, that you like reading the "Magazine." You did surely have fine fun at the Newport Workshops picnic.

**Phoebe Macbryde, Kensington:** You are welcome to become one of Uncle Ben's nieces. He much likes your letter; it is newsy and well written. Interesting to learn about your good progress at the High School. Your solution is correct.

**Edna Morrison, North Williamstown:** Glad to hear from you, Edna, and pleasing to know that you get along so well at school, and that you like the "Magazine."

**Thelma Bishop, Bendigo:** Pleased to hear all about yourself, Thelma; that you like the Children's Page; that you had such fun at the picnic.

**Leslie Rigg, Yarra Glen:** You are smart at school, Leslie. Keep it up. Glad you like the "Magazine." Hope you enjoyed the Easter holidays.

**Mavis Milledge, Skipton:** You deserve to gain your Merit Certificate, Mavis. Hope you will. Pleased to hear you all like the "Magazine." Your solution was correct.

**Vivie Board, Waitchie:** Glad to hear such good news from you, Vivie, that you and your brothers are doing so well at school. Hope you all will like to live at Nowa Nowa. Write to me again, won't you?

**Mirie Russell, Ballarat E.:** Pleased to hear from you again, Mirie. Hope you will soon learn to swim, and that you will progress in your shorthand and typewriting lessons.

**Thelma Stevens, Homewood:** Glad you wrote me, Thelma, to tell me all about your school; two miles is a long walk to it; but with your sister you have good company. Hope you will pass the examination.

**Alice Stewart, Korong Vale:** Fortunate for you, Alice, you live so near the school. Hope you will make good progress.

**Tom Barrett, Homebush:** Solution is right. Thanks for riddles; will use them later.

### Aboriginal Counting

**H**AVE you ever thought of how the Australian aboriginal counts? You know, he must have some system of counting the kangaroos he spears or the children he has in his family.

Bendy, our young contributor from the north of Victoria, sends Uncle Ben the following aboriginal counting, which you may find of interest:—

- One—Kiap.
- Two—Boolelech.
- Three—Boolelech barkiap (2 and 1).
- Four—Boolelech boolelech.
- Five—Kiapmunna (one hand).
- Six—Kiapmunna barkiap.
- Seven—Kiapmunna boolelech.
- Eight—Kiapmunna boolelech barkiap.
- Nine—Kiapmunna boolelech boolelech.
- Ten—Boolelech munna (two hands).

(See page 76 for Drawing Competition)

### Jumbled Station Names

**UNCLE BEN** is delighted to tell the following nephews and nieces that they sent him the correct solution of the station names puzzle—our first set—as published last month, viz.:—Bessie Splatt, Oakleigh; Nellie Watson, Regent; Edna Morrison, North Williamstown; Marjorie Bradford, Tarnagulla; Alfred Pike, Footscray; Leslie Rigg, Yarra Glen; Rose Watson, Regent; Kathleen Hickey, Echuca; Gwen Nethercote, Vermont; Vivie Board, Waitchie; Mirie Russell, Ballarat East; Thelma Stevens, Homewood; Alice Stewart, Korong Vale; Tom Barrett, Homebush. The answers just came too late to be printed in our April issue.

Nephews and nieces together are certainly clever. Uncle Ben is very pleased that so many have also correctly answered the solution of our second set of jumbled station names. Correct answers have been received from Evan Bryan, Bungaree—thanks for photos, Evan; we will try to use one at the least; Arthur Simmons, Bendigo; Lynette Walker, Toorak; Campbell Gale, Hamilton; Ian and Ken Unsworth, Natimuk; Ethel Rae, Goornong, who is also complimented upon her fine handwriting; Eric Rogers, Glenhuntly; Grace Prior, Ascot Vale; Marion Hastings, Stawell.

The following is the correct solution of station names:—Dookie, Tatura, Axedale, Rushworth, Bright, Mooroopna, Wahgunyah.

The answer to Tom Barrett's puzzle is: TOBACCO.

For the present we are now done with jumbled station names juzzles—and Uncle Ben will be anxiously looking forward to receiving correct guesses as to what is the missing word from each of the following lines:—

Speech is the — of the mind.

Speech is silvern, — is golden.

The true use of — is not so much to express our wants as to conceal them.

Not a man of iron, but of — oak.

It is of little — that the greatest human character is composed.

Hope springs — in the human breast.

An — man's the noblest work of God.

So runs the round of — from hour to hour.

### I Promise—

1. To be careful at street and railway crossings.
2. To be courteous at all times.
3. To be attentive to studies.
4. To be considerate of others, particularly elderly persons.
5. To help at home.
6. To spread a little sunshine every day.
7. To try to prevent fires.

*Timber loading on the Walkalla-Moe narrow gauge line in Victoria is an interesting aspect of railway operations in this State. To meet the convenience of timber cutters, arrangements are made by the Railways Department to stop the train at intermediate points between stations which are conveniently situated for the loading of big timber.*



## Various Verse from Various Sources

### Come In, Rosanne!

Come in, Rosanne! I have such news for you!  
The greatest happiness has come to me;  
So wonderful I can't believe it true!

I didn't dream such happiness could be.  
It's only right you should be first to know  
And wish me joy! Of course, my dear!  
A man!

Don't stand there in the sun—it grills one so!  
Come in, Rosanne!

He's been so lovely ever since we met,  
So chivalrous, you know, not just polite;  
So careful of me every way; and yet  
I dared not hope he loved me. Then, last  
night,

He told me so. Oh, Rose, what poetry!  
You can't guess who it is? Of course you  
can!

You introduced us at the Traynors' tea.  
Come in, Rosanne!

Dick Norton? Why, of course! Who else?  
. . . My dear!

What is the matter? You're as pale as  
death!  
The heat! That's what it is! You'll faint,  
I fear!

The day's so close! Just simply not a breath!  
You never should have stood there in the sun.  
Melissa! Quick! Some water and a fan!  
There is no porch as cool as this! Not one!  
Come in, Rosanne!

—"New York Times.

—\*—

*If you think you are beaten, you are,  
If you think you dare not, you don't.  
If you'd like to win and you think you can't,  
It's almost a cinch you won't.  
If you think you'll lose, you've lost,  
For out in the world you'll find  
Success begins with a fellow's will—  
It's all in the state of mind.*

### Love at Sixteen

I am very, very sad—  
Love has wrecked my life.  
Solemnly I swear indeed,  
Not to be a wife!

Honey-cake is nothing much,  
Ice cream is absurd.  
He is never coming back—  
So to-day I heard!

I have learned to swim so well,  
I will swim away  
Till I simply die and sink  
In the ocean's spray.

But I have a pinkish frock  
With a bluish sash,  
So I'll wear it in my car,  
Then I'll have a crash.

Or, perhaps, I'll pine away—  
Thin and ghostly white,  
So he'll weep his sorrow out  
In the dead of night!

Father says to take the veil,  
Mother smiles and looks.  
Life is empty! Love is pain!  
(So they say in books!)

Why is this to be my lot?  
Still, it's very nice,  
Hearts are funny things to have,  
Mine's been broken twice!

—"New York Times."

—\*—

*Full many a race is lost  
Ere ever the race is run,  
And many a coward fails  
Ere ever his work's begun.  
Think big and your deeds will grow—  
Think small and you'll fall behind.  
Think that you will, and you can—  
It's all in the state of mind.*



## Advantage of Counterpoise over Earth System of Reception

**T**HEORETICALLY, the current received when using a "screen" or "counterpoise" is approximately twice, and the aerial resistance just under a half the corresponding quantities when the water system is used as an earth connection. This result can be obtained by using a screen of three or four wires, and practically nothing is gained by increasing this number.

Earthing to a water system gives a slightly greater received current and lower aerial resistance than a buried earth plate.

Investigations have proved that the earth is responsible for various losses, such as ohmic resistance, eddy current and dielectric loss, which can be minimised by a carefully designed "earth screen" or "counterpoise."

The function of the counterpoise is to screen the concentrated electric fields, which otherwise give rise to strong eddy currents and dielectric losses.

In Fig. 1 the inverted L aerial, shewn connected with a buried earth plate, the currents have a long path through portions of earth with consequent losses mentioned above.

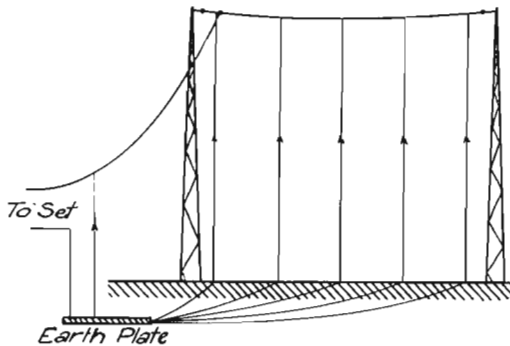


Fig. 1

In Fig. 2 the earth plate is replaced by a counterpoise network directly underneath the aerial. The lines of force are here concentrated between aerial and counterpoise and losses thus avoided.

A test was recently carried out near Canowindra, N.S.W. (450 miles direct from Melbourne), where daylight reception, except from Sydney stations, was

impossible with an ordinary earthed system. With the aid of a counterpoise no difficulty was experienced in receiving 3LO by day, and at night an enormous increase in volume and selectivity was obtained.

The aerial consisted of a single strand of 7/22

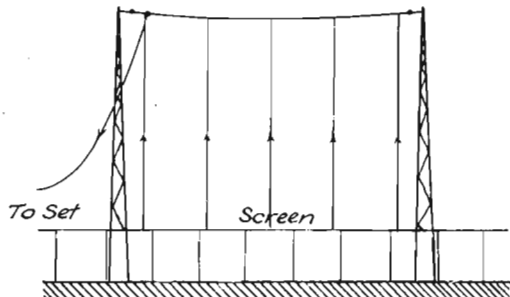


Fig. 2

enamel wire between two 46-foot masts 60 feet apart.

The counterpoise consisted of four wires of No. 7/22 stranded enamel copper wire, each 80 feet long, stretched between posts 10 feet high, running immediately underneath the aerial and overlapping at each end.

The effective height of the aerial was thus only 36 feet, it being impracticable to keep the counterpoise any lower. The four wires were 10 feet apart, and each carefully insulated from earth.

The receiving set used was a straight four-valve tuned anode, with reaction in the aerial. Using a waterpipe earth with this set, it was impossible to separate such stations as 3LO and 2BL, but with the counterpoise they were easily tuned in.

Considerably greater increase in volume of all stations, when using the counterpoise instead of the earth, proved its superiority in this respect. Using the waterpipe and counterpoise together gave practically the same results as the earth alone.

Listeners-in wishing to improve reception would be well advised to experiment in the direction indicated.

Gatekeeper J. Hammill in the garden at his home, North Bendigo. Mr. Hammill won first prize for the best kept departmental residence occupied by a daily paid employe in the section of Works Foreman, Bendigo No. 2 Section.



# Cooper's Weedecide

is the purest and most concentrated of all

## Weedkillers

Weedecide will keep your PATHS, RAILWAY PLATFORMS and PERMANENT WAYS practically immune from weeds, and do it in the most economical way.

One gallon of Weedecide will kill more weeds in half-an-hour than a man will destroy in a week, and is sufficient to do 350 square yards of surface.

TRY IT!

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It's there —*

**VICTORIA  
BITTER**



## Sowing and Planting for May

Artichokes (tubers), Asparagus (roots), Broad Bean, Cabbage (Flat Parisian), Cress, Garlic (bulbs), Leek, Lettuce, Mushroom Spawn, Mustard, Onion (Early Brown Globe, Spanish Silver Globe), Onion, Potato (bulbs), Onion, Tree (bulbs), Potato (Early Manistee, Carman, Scottish Triumph), Peas (English Wonder, Pioneer, William Hurst), Radish (Icicle, Long Scarlet), Rhubarb (roots), Shallots (bulbs), Spinach (prickly), Turnip (White Stone, Non-seeding).

**ROSES.**—When received from the nurseryman should be carefully preserved, so as to avoid exposing the roots to wind and sun. A good plan is to keep them covered with wet sacks. If the package should have been delayed for any reason in transit, a deep trench should be dug, and the roses placed lengthwise in it and buried. In a few days' time, if lifted, they will be found to have recovered.

Deep planting should be avoided, and 4in. or 5in. will be found deep enough. Do not allow manure to come in contact with the roots.

All Standard Roses should be firmly staked; it is well to perform this operation before planting, so as to avoid interfering with the roots in any way. Labels should be attached to each rose, and from time to time fresh labels put on, as it is a somewhat difficult matter to procure ink which will stand when exposed to the air.

**CHRYSANTHEMUMS.**—Some beautiful Chrysanthemums have been seen this season, but as the flowering season is now past they may be dug up and the clumps put on one side to form young plants in spring. A great deal depends upon securing good strong cuttings to start with. However well tended and fed subsequently, a weak or spindly cutting will seldom make a vigorous plant.

A general division of the clumps of perennials in mixed flower borders should take place this month, and nearly all kinds may be lifted and divided. Shrubs should all be planted by this time, and pruning can be commenced among any that are expected to flower during the winter months.

It is well to bear in mind that pruning of shrubs should only be carried out where the subject is growing out of a desired shape, and that the natural shape is the one to be encouraged.

**LAWN.**—Provided the weather is mild, the work of mending the lawn can be undertaken at any time during the winter months, but the earlier this is done the better.

In obtaining new turf, see that it is fairly free from weeds or coarse grass, and beat it well when placed in position. Hollows in the lawn can be remedied by lifting the turf and placing a layer of soil underneath, while small mounds can be removed by taking away a little earth. In both cases beat the turf down firmly after replacing it.

**GLOXINIAS** are past their best by now, and they must be gradually dried off, withholding water as the leaves turn yellow. When the foliage has entirely decayed, remove it, and store the bulbs away for the winter in their pots. They may be placed under the greenhouse staging, the pots being laid on their sides.

### THE KITCHEN GARDEN.

During the present month it will be necessary to perform a lot of work keeping down weeds. Potatoes promise to be extensively cultivated during the coming season; in fact, owing to the high prices prevailing for all foodstuffs, there is no doubt that the cultivation of vegetables generally will be given much more attention than in the past.

Potatoes will be coming out of the ground this month, and the land, if well treated to a dressing of manure, should be in fine tilth for subsequent successional sowings. Potatoes which have been

struck by frost seldom repay further attention. The sooner the tubers are lifted the better, for the ground is wanted for other purposes.

Successional sowings of Broad Beans and Peas may now be made, and, if judgment in planting is used, the result will be greatly appreciated later on.

**PEAS.**—For a continuous supply of this favorite vegetable, sow every two or three weeks. The Daisy is a splendid dwarf pea, and the pods are very large.

**LETTUCE** may be sown at any season of the year, and can be transplanted better during the winter months. Tom Thumb or Iceberg are really good varieties.

Try a few Madagascar Climbing Beans. These give a continuous crop almost all the year through, and require little or no attention. The Choco is another good climber, and gives a wonderful crop of a similar vegetable to the marrow.

## Kelly Gang Reminiscences

IT was great to read in the March issue of the "Magazine" the references to the capture of the Kelly Gang. When the gang pulled up the line to wreck the train which was taking the police to capture the gang, a schoolmaster coaxed the ring-leader to allow him out of the hotel where the bandits held the townspeople imprisoned.

As soon as he was allowed his liberty, the schoolmaster hurried along the line, and stopped the approaching train.

What about the extra speed for the train which the police and others had so urgently demanded?

The answer is that the engine-driver ignored all urgings, and trusted to his own judgment. Had the driver listened to urgings, he would have steamed too fast to notice the man on the track signalling to stop.

As events shaped, the driver was proved to be in the right. But what would have been the fate of the driver if the line had not been pulled up, and his caution had permitted the outlaws to escape?

BAY WEBB.



Meringur, 394 miles from Melbourne, is the most distant railhead from the metropolis in Victoria. The line has been open for traffic only a short time. Reading from the left to right in this photograph are:—Vanman J. Davis, Guard F. McKay, the Caretaker (Mrs. Wilson), who was the first woman to travel over the line, Fireman W. Whitford, and Driver W. Ford.

## Good Work on Excursion Specials Recognised

**R**E our recent trip to the seaside (Hampton beach) on Saturday, March 19. On behalf of our school committee, I wish to thank you and your staff for kindness and courtesy in helping us to make the day very enjoyable.—**William Cocking, Chairman, School Committee, Mickleham, writing to S.M., Craigieburn.**

**M**Y committee wish to tender you their appreciation of the practical sympathy and help which you rendered on the occasion of the school excursion train, to which the writer would add his personal gratitude for many favors and much assistance on that occasion.—**G. B. Templeton, Correspondent, Higher Elementary School Committee, Yea, writing to S.M., Yea.**

**O**N behalf of the Picnic Committee of the Croydon District State Schools, I desire to express our thanks and appreciation to the staff at Croydon Railway Station and Mr. Maher and other officers of the Special Train Branch for their courtesy and assistance to us in the running of our picnic train on Thursday, February 25, 1926.—**A. S. Moore, Hon. Secretary, Picnic Committee, Croydon District State Schools.**

**T**EACHERS and officers of the Box Hill Methodist Sunday School wish to convey their sincere thanks and appreciation for the kind assistance given on the occasion of our annual picnic. We have always found the Railways Department exceedingly considerate and willing to co-operate, but we feel that we are especially indebted to you for the keen interest that you took in our affairs.—**R. V. Stalker, Hon. Secretary, Box Hill Methodist Sunday School, writing to S.M., Box Hill.**

**I**BEG to acknowledge receipt of rebate on special excursion train run from South Gippsland to St. Kilda on February 26. I take this opportunity of expressing our thanks for the splendid type of train provided, the manner in which the time-table was adhered to, and the unflinching courtesy of the railway officials. Ample accommodation was provided on the train, and the carriages were comfortable and clean. All the passengers were delighted with the splendid run to Flinders Street, also on the return journey. Everything went like clock-work. Railway officials all seemed to vie with one another in doing their best for the welfare of passengers. The catering at Korumburra was highly appreciated. The undoubted success of this excursion ensures its establishment as a permanent fixture.—**J. M. Gallagher, Hon. Secretary, District Schools' Excursion, Toora.**

### Springvale Farm WINTON NORTH, VICTORIA

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**C**LOSE to Mokoan Ranges, 2000 ft. above the sea, and facing the Winton Lake, a sheet of water 7 miles by 3 miles.

First-class Meals Poultry Spring Water  
Own Dairy Herd Piano Tennis Court  
Excellent Shooting

An Unlimited Water Supply. Not in Bush Fire Region  
Sydney Exp. & Mt. Buffalo Trains stop at Winton, Vic.

A Hearty Welcome awaits you at this  
—HOME AWAY FROM HOME—

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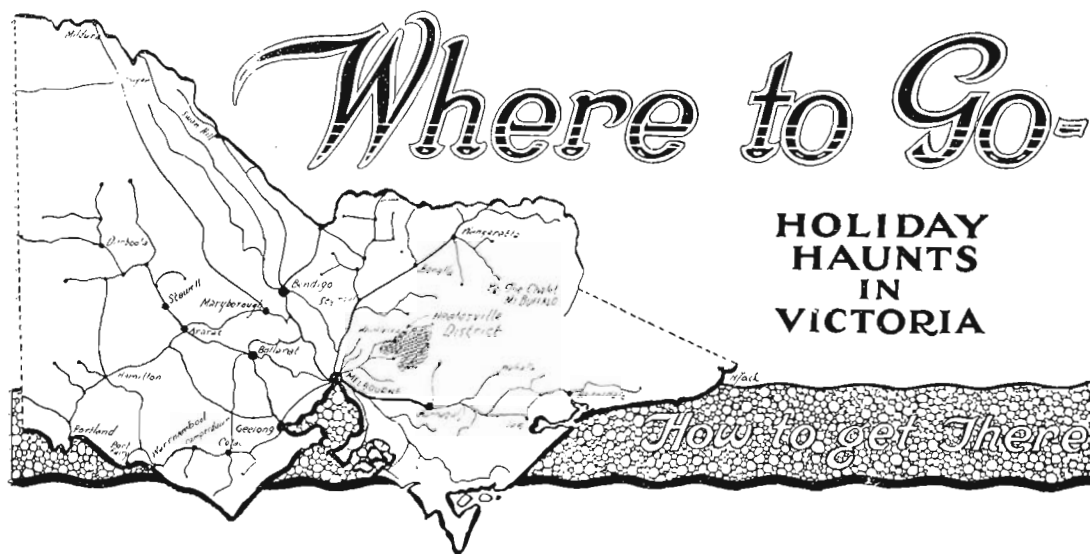
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10/- per day; 2½ gns. per week

Write to Proprietor:

**R. D. GEARING**

CAPE HORN VINEYARD AND  
GUEST HOUSE, ECHUCA



## Majestic Marysville—An Asset to Victoria

**M**ARYSVILLE, one of the oldest villages in the State, has recently come very much into prominence again as a first-class tourist resort.

Through the untiring energies of a very "live" Tourist and Progress Association, more than 62 miles of tourist tracks have been opened, and are being kept open. Through the energies of this same body, the recent bush fires were kept outside a radius of 10 miles from the village, with the result that all the beautiful gullies and glades around are entirely unspoiled.

The latest accomplishment of the Marysville Association is the opening up of Lake Mountain for winter sports. For many years this project has been in view, but there were many difficulties to be overcome before winter sports could be made a practicable proposition.

The main obstacles have now been surmounted, and the Ski Club of Victoria is rendering valuable assistance in making the ski runs.

The height of Lake Mountain is slightly under 5000 feet, and it derives its name from a series of large ponds which lie at the source of the Taggerty River in a large basin known as Echo Flat, which is about 1 mile long and about half a mile wide. The ice is strong enough to enable stockmen to drive bullocks over it on horseback, and the snow is often as much as 5 feet deep there.

Not very long ago the Marysville Tourist Association was instrumental in having the wonderful Cumberland Gully, which lies off the Woods Point road, about 11 miles from Marysville, made a National Reserve. Whilst fighting the fires beyond this reserve, some of the firefighters were cut off and forced to retreat along the Armstrong River, which flows from the junction of the Cumberland and Cora

Lynn (or more correctly "Crinoline") Falls.

The beauty of the river far surpasses that of the Cumberland, and a track was cut from the "Waters Meet" for about a mile along the Armstrong through magnificent Beech Forest and Fern Glade. Thus not only was the Cumberland Reserve preserved from the ravages of the fire, but new glories were added to the majesty of Marysville.

The village of Marysville has an unlimited water supply, which is conveyed by water mains to every house. The guest houses, which form the principal "industry," are all equipped with modern conveniences, and are kept at a high standard. Marysville can be reached in three hours by road from Melbourne, and the Victorian Railways Department now issues a combined rail and car ticket, which enables tourists to travel to Marysville very cheaply.

Through sheer merit Marysville has gained the reputation of being Victoria's leading mountain resort, and every year new guest houses are being built to meet the ever-increasing demand for accommodation.



### Sewing Lesson by Wireless

**T**HE Better Farming Train is spreading its message in ways least expected. In December last a broadcasting demonstration was given from Geelong when the train visited there.

When the train visited Murtoa last month a lady told the sewing expert that she had made a bag from the description given by wireless when the train was at Geelong.

The bag was brought along. It was of splendid design, and showed that the description had been closely followed.

The International Sleeping Car Company has instituted an international competition for new ideas with regard to the interior arrangement of sleeping cars. The first prize will be 100,000 French francs, and there will be three other prizes of 25,000, 10,000 and 5000 francs.



## Men Make the Service

*Railway service is not a machine-made commodity. It has been truly said that it is 95 per cent. men. Here is a splendid talk given by an expert to a gathering of booking clerks:*

**U**NDER our present system of railroad regulation, one of the problems that always confronts us is the attitude of the public toward our industry. Our public relations are of vital importance. I regard each one of you as a practical public relations man, because frequently a patron's whole attitude toward the railroads is determined by what he thinks of you and your attitude toward him.

You have a right to expect, however, that your own public relations effort be backed up on our part by actual performance of the service that your ticket promises. Commissioner Ernest I. Lewis, of the Interstate Commerce Commission, says:—

"Public relations which are worthy of the name, flower after much cultivation, and, generally, slow growth.

"Character and reputation for good service, good will, fair dealing, courtesy and sincerity must be established.

"Personal contact is a great factor.

"The station-master, porter, clerk or man at the window where bills are paid, and the man to whom complaint is made, are the visible personal elements of the carrier or utility. Their contact with the patron can warm or freeze, or at least favourably or unfavourably affect the public.

"But back of them must be the direction which imparts character, establishes reputation, inspires confidence, and raises the corporation, and its service to the status of an established and prized institution."

Now, what is the really important factor that creates such a background? You may call it team work, co-operation, morale, esprit-de-corps—it is all of that, and more besides.

It is the kind of relationship between all who are connected with a railroad that inspires them with a wholesome pride in its service. It is the kind of relationship that is founded on justice, fair play, and good faith between management and men.

It is the kind of relationship that deals with individuals as human beings and values their initiative, individuality and personal attributes as men, rather than as cogs in a machine.

After all, good railroad service is not a machine-made commodity, it is men who make the service good or bad.—From a talk by Elisha Lee to the Association of Railroad Ticket Agents.

—\*—

First Stenographer: "Florence swears she has never been kissed by a man."

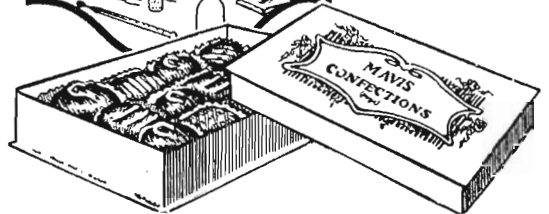
Second Stenographer: "Well, isn't that enough to make any girl swear?"

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The Pen of Pens

# Thrift—A Topic for Housewives

(By "Penelope.")

**T**HRIFFT is a much misunderstood and mis-applied term. Thrift is not synonymous with parsimony. It is not a natural instinct, it is an acquired principle of conduct. It involves self-denial—the denial of present enjoyment for future good. It works for to-day but provides for to-morrow. It invests the capital it has saved, and makes provision for the future.

But a large proportion of not only men, but women, too, do not provide for the future. They think only of the present, and preserve nothing. They spend all they can earn.

Many girls earning good wages, and who have not home responsibilities, are spending up to, and in many cases beyond, their income on dress and pleasure.

There must, of course, be time for relaxation—time for mental pleasures—time for bodily exercise. One cannot be always working, eating and sleeping.

There can be no thrift, nor economy, nor comfort in the home unless the wife helps. This applies particularly to a workingman's wife, for she is wife, housekeeper, nurse and servant all in one. If she be thriftless, putting money in her hands is like pouring water through a sieve. If she be thrifty, she will make the home a place of happiness and comfort.

There are few persons who could not contrive to save a few shillings weekly. Think what a nice little bank account you would have if you were to put aside, say, three shillings each week. Some may say that they cannot save nearly so much. Well, begin with two shillings, one shilling, or even sixpence. Do not let the smallness of the amount you can spare each week deter you from making a start. **BEGIN NOW!**



*This charming evening gown is of Black Velvet. The bodice where peaked on to circular skirt is piped with Cerise Satin and a streamer of the same color hangs softly from the shoulder.*

## Every Wife Should Have a Recipe Book—Try These:—

### Ginger Cream Cake.

Ingredients:—

- 1 oz. flour and maizena mixed,
- ½ oz. butter,
- 1 egg,
- Pinch ground ginger,
- Scant ½ teaspoon baking powder,
- 1 oz. sugar.

Method:—Beat egg and sugar, sift in flour, etc., add butter (melted), and pour into a prepared Victoria sandwich tin. Bake in moderately hot oven. Spread cream on top and dot small pieces of preserved ginger here and there.

### West Indian Cake.

Ingredients:—

- ½ cups flour,
- 1 cup milk,
- 1 cup sugar,
- ½ lb. currants,
- ¼ lb. sultanas,
- ½ lb. butter,
- ½ packet mixed spice,
- 2 eggs,
- 1 teaspoon soda.

Method:—Beat butter and sugar, add eggs, then fruit and spice. Mix soda in milk, add flour last. Bake two hours in moderate oven.

### Biscuits, Plain.

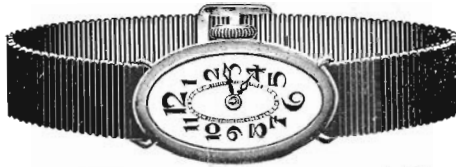
Ingredients:

- 1 lb. flour.
- ¼ lb. butter.
- ½ lb. sugar.
- ½ cup. milk (small).
- ½ teaspoon soda
- 1 egg.
- A little essence of lemon.

Method:—Boil milk and sugar together, add soda and set aside to cool. Mix remaining ingredients dry, then add liquid. It rolls out much easier if stiff. Roll out thinly and cut into shapes.

### Brandy Snaps.

Rub 2 ozs. butter into 4 ozs. flour, add 2 ozs. moist sugar, a pinch of ground ginger, and the grated rind and juice of a lemon. Mix into a paste with a good tablespoon of treacle. Drop in spoonfuls on a dish—very far apart—and bake. When done remove carefully from the dish, roll round your finger. They should be very thin, so if they do not "spread" enough it is as well to spread the paste a little before baking. Store in airtight tin.



This neat Oval Shape 15-jewelled Wristlet Lever is in 9-ct. Gold on Moire silk ribbon. Guaranteed for 5 years. Our Price £4/10/-



Fancy Rectangular 15-jewelled Wristlet Lever, in 9-ct. Gold on Moire silk ribbon, is guaranteed for 5 years and is wonderful value for £4/10/-



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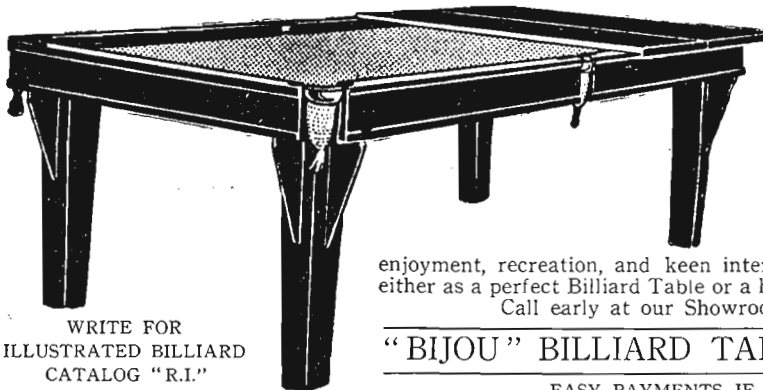
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that the Readers of this Magazine should, when their needs lie in the direction indicated, deal with the Advertisers represented herein. The high quality of this Publication is achieved by the support of the Advertiser. He asks, not unreasonably, for a fair measure of the Reader's support.



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## Aboriginal Station Names Explained

WE Australians favor native names for our railway stations, but I am not sure that all of us go to much trouble to ascertain the origin of these names, says "Bendy," in submitting the following list.

With some of the native names the original form has been abbreviated or altered, as, for instance, our station named "Albacutya" is from "Ngelbakutya," meaning sour quandong.

The following is a list of some of the aboriginal station names and their meanings, the correct native name (when known) being shown in parentheses:—

Almurta, mistletoe.

Baarmutha (Barmootha), a number of small creeks; Ballarat, resting place; Balmattum, may lying on his back—Mount Balmattum presents that appearance when viewed from the north; Bamawm (Pannobamawm), little creek; Banool (Moorbanool), little hill; Barnawartha (Barnewartha), deaf and dumb; Bealiba (Beal-ba), the red gum tree creek; Benalla (Benalta), big waterholes; Birregurra (Burrai Gurray), a kangaroo camp; Bochara (Bookara), very hot; Brim, a spring; Bullarto, abundance, big; Buninyong (Bunnin-youang), big hill like a knee.

Carrum (Karum Karum), a boomerang; Cudgee (Cud-ya-wa-da), skin of kangaroo.

Darnum, parrot.

Edi (Hedi), cold winds.

Geelong, the place of the cliff; Goorambat (Goorambatti), nonsense; Gymbowan (Kim-bowa), long ago.

Illowa (Illow), yesterday; Irrewarra (Narwallah), what's that?

Jeetho, send away; Jeparit, a small bird.

Killara, always there; Kondrook (Koondarook), moon; Koo-Wee-Rup, swimming water; Korumburra (Kurumburra), fly.

Lah, a stone; Lal Lal, dashing of waters; Linga (Lingi), camp, home.

Merri, rocky; Mildura, sore eyes; Minyip, ashes, dust; Mitiamo (Mittia Mum), follow me; Moorooduc (Murraduk), dark night; Murrumbena (Mirambeena), belonging to you; Murtoa, the home of the lizard.

Nhill (Nyell), the abode of spirits; Nooramunga, plenty of food; Numurkah (Numerkah), war shield.

Ouyen, ghost.

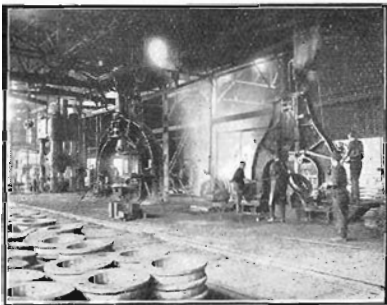
Parwan, magpie; Piangil, fish; Pimpinio, man sitting on his heels; Pomberneit (Purrem-boneit), no rub out.

Quambatook (Quambartook), a rat.

Tallangatta (Toolangutta), plenty corryong trees; Tarrawingee (Karawingi), emu; Tiega, sister; Tongala, the River Murray; Toora, woman mind fire; Toorak, tea-tree springs; Tyab (Tyaba), worm.

Wahgunyah, resting place of crows; Wangarratta, home of cormorants; Warragul, wild, savage; Waubra (Waruubra), lose the way; Werribee, the spine; Woornelang (Woomy-lang), poor, miserable.

Yanac, bats that fly at night; Yabba, plenty talk; Yarck (Yaruk), the long river; Yangee, land of dreams; Yinnar (Yinar), woman; Youanmite (Youaumite), I call it.



Series No. 6

### General View of Our Tyre Forge

The tyre is now ready for rolling as shown in next issue

Watch this space for progress in our Manufacture of Railway "Tyres"

Vickers Commonwealth Steel Products  
WARATAH Limited N.S.W.

### LARGEST AND SMALLEST ELECTRIC LOCOMOTIVES IN THE WORLD.

THERE were some striking contrasts when the Midget and the Giant of the electric locomotive world were compared at the East Pittsburgh Works of the Westinghouse Electric and Manufacturing Company, recently.

With a capacity of  $4\frac{1}{2}$  horsepower, the Midget serves the purpose of a mechanical mule in various mining operations.

The Giant of the rails, designed for the Virginian Railway, with a capacity of 10,000 horsepower, is the world's largest and most powerful locomotive. It will be used to haul a loaded train nearly two miles long over one of the heaviest grades in the country.

The contrast between the Virginian electric locomotive and its smaller prototype of the industrial field is indicated by the following figures:—Midget,  $41\frac{1}{2}$  inches long; its larger brother, 152 feet in length. Weight of Midget, one and one-half tons; weight of Giant, 637.5 tons. Midget's drawbar pull, 400 pounds; Virginian locomotive's drawbar pull, 270,300 pounds.

The smaller one derives its power from a 60-volt storage battery; the larger one from a 11,000 or 22,000-volts trolley.

ON behalf of the Women's Section, Victorian Farmers' Union branches in the Goulburn Valley-Toolamba to Echuca line, I wish to express thanks and sincere appreciation of the visit of the Domestic Arts cars of the Better Farming Train on February 22 to 27. These visits are most educative to women in country districts, many of whom drove long distances with their children for advice from Sister Peck. All the demonstrators were most courteous and untiring in their efforts to please and give instruction.—Emily Marie Curtis (Tongala), Branch President, and Member of Executive, W.S. V.F.U.



AUGUS

## BOOKS AND NEW BOOKS

MAC

"Men Marooned"—On West Coast of Hudson's Bay—Greek meets Greek.—By George Marsh.  
 "Channing Comes Through"—Chivalrous actions of Rip Channing, foreman of the Circle "B" Ranch.—By Charles A. Seltzer.  
 "Injun and Whitey"—Tale of the adventures on a Montana cattle ranch.—By William S. Hart.  
 "Our Trespasses"—Association with a bad man has its inevitable effects.—By E. W. Savi.  
 "Free Air"—A delightful tale of the open road and two motor cars.—By Sinclair Lewis.

**I**N "Men Marooned," George Marsh unfolds a story which grips the reader's attention. To the west coast of Hudson's Bay, where a handful of white men guard a thousand miles of beaches, sails "Laughing McDonald, V.C."

At Fort Elkwan, Garth Guthrie, veteran of the Somme, guards the fur trade. Then Greek meets Greek—the craft of the conjuror, the wiles of the half-breed, the superstitions of the Cree, the avarice of the white, are set in grim conflict. Here, too, comes Joan Quarrier, of the straight-gazing eyes; here Shot, the Airedale veteran, meets Castor, the Ungava lead-dog, who holds the trail through blizzard and the murk of starless nights. Then the climax, startling and tragic.

**E.** W. SAVI, in his latest book, "Our Trespasses," makes a further definitely interesting appeal to a wide circle of readers, who are ever ready to become possessed of a new book by him. "Our Trespasses" is certainly one of his best. The central figure is that of a young girl, who, marrying where she does not love, loves where she did not marry. She afterwards plumbs the depths of anguish and despair. Afterwards, the plot develops most interestingly.

**"FREE AIR,"** by Sinclair Lewis, is a stirring tale of the open road and two motor cars, one imported and the other exceedingly domestic, which followed the "Red Trail" from Minneapolis to Seattle, and describes how a certain "Milt Daggett" and his little tin car by a chain of mysterious "coincidences" always happened to be just on the spot to come to the rescue of the charming driver of the big car, and what happened after they reached Seattle.

## A Bishop's Prayer

"Give me a good digestion, Lord,  
 And also something to digest.  
 Give me a healthy body, Lord,  
 With sense to keep it at its best.  
 Give me a healthy mind, Good Lord,  
 To keep the pure and good in sight,  
 Which, seeing Sin, is not appalled,  
 But finds a way to set it right.  
 Give me a mind that is not bored,  
 That does not whimper, whine or sigh.  
 Don't let me worry overmuch  
 About the fussy thing called 'I.'  
 Give me a sense of humour, Lord,  
 Give me the grace to see a joke;  
 To get some happiness in life,  
 And pass it on to other folk."

—("Great Western Magazine.")

**"CHANNING Comes Through,"** by Charles A. Seltzer, fully sustains the reputation of this author, as a captivating story-teller. Rip Channing little dreamed of the far-reaching influence the incoming No. 10 was to have on his future.

It brought to the unholy grounds of Red Mesa a weary mother and a sick child, the protecting of whom was to make Channing a pile of enemies.

**WILLIAM S. Hart** has been better known as an actor connected with the cinema, starring in cow-boy episodes in ranch life than as an author. Albeit, in "Injun and Whitey," he tells an enthralling story of the West that shows the West as it really is.

It is a tale of the adventures on a Montana cattle-ranch of a white boy and his Indian chum, of how Whitey learns to ride, shoot man-fashion, of their capture by a band of cattle-rustlers, and how they escaped and turned the tables by rounding up the band after a series of desperate and exciting adventures.

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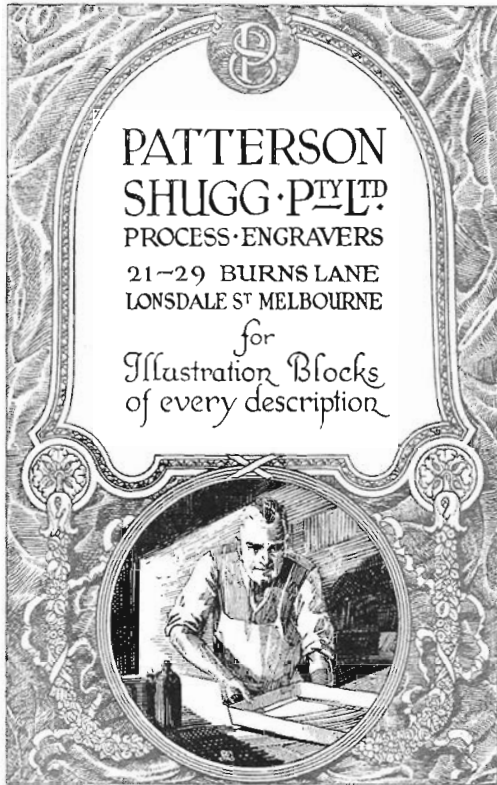
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## Your Personal Responsibility

DO you bring to your personal affairs the same careful thought that you give to your own or your employer's business?

One of your main business principals is to save money where possible, and to spend wisely when spend you must. Is your own personal income so great that you can afford to be less careful in saving, less wise in the spending of it?

Practically every man has family or other responsibility, and knows the need for economy.

### GET THE SAVING HABIT.

There is a Commonwealth Savings Bank Service available to you from Branches in all principal towns, and Agencies at ...

ALL POST OFFICES IN AUSTRALIA.

**Commonwealth Bank  
of Australia.**

(Guaranteed by the Commonwealth Government)

## Young Railwaymen

(Continued from page 23)

experiences during his 12 months' tour in America on behalf of the Department.

"Conditions are different in America and Australia," he said, "but in the essentials they are the same, and we can only hold our place against the growing competition in this State by placing the railway service on the highest possible plane of efficiency.

"This depends on the individual element to a large extent, and the Commissioners are looking to the junior members of the staff to appreciate this fact and to endeavour to enhance the reputation of the Department with the public."

The need of the modern transportation system, Mr. Thomas said, was for leaders and men who knew their job. There were numerous instances in the railway history of America where men low in the service had risen to the highest positions and were now controlling vast organisations.

There were instances in our own Victorian system, and these should be an inspiration to the younger men.

Several suggestions were put forward by the boys and were discussed at length by Mr. Cox, who promised to investigate them and see what could be done. He appreciated the spirit in which the suggestions were given and hoped that there would be others later.

Arrangements were made by the lads to meet at intervals in future, and to co-operate with the S.M.'s and A.S.M.'s.

The boys who had been on night shift at metropolitan stations attended the conference in the morning, and those on the morning shift attended in the afternoon.

All the senior officers present were pleased with the general tone of the meeting, and are looking forward to increased efficiency as the outcome.

— \* —

## Musical Engine Driver

FEW whistlers can boast of so large audiences as those of George J. Kugler, the Rock Island's "Musical Engine-driver," whose stentorian solos, executed upon the steam pipe of a locomotive, are heard by Little Rock's (U.S.A.) entire population when this engine-driver comes or leaves the city, says the "Rock Island Railway Magazine."

For nearly 20 years Kugler has indulged in the pastime of playing with the whistle. In his fondness for the production of amplified melodies he has devised an attachment for the regular locomotive whistle which he is able to change from one engine to another, that enables him to execute new and fanciful compositions that would not be possible on the ordinary whistle.

On leaving town Kugler's favorite rendition is a calliopic attempt at "Good-bye, My Lover, Good-bye," and it is especially directed to his little black-haired wife at their home, 221 East Tenth street. The driver's homecoming chant is set to the tune of "Polly, Put the Kettle On," but the exact wording, as explained by Mrs. Kugler herself, is:

"Nannie, oh Nannie, put on the pot, for I am coming home."

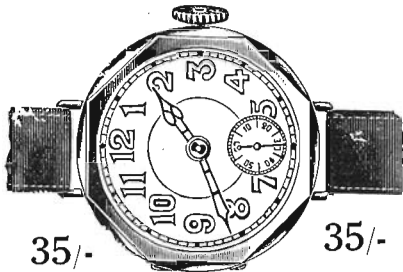
Kugler must be a voracious eater, for he calls for the "pot to be put on" at the most unreasonable hours, beginning his "Polly" song as soon as his train reaches the city limit, and not stopping until he has made the circuit of the city and pulled up to the Biddle roundhouse. But whatever the time of the night the good wife hears the familiar strain she gets the kettle to boiling, and by the time Kugler gets home a hot lunch awaits him.

## Acceptable Gifts for Men

For the next presentation, select the gift at NEWMAN'S.

Large stocks of gifts suitable for every occasion await your selection, and Newman's long standing reputation for Quality and Value ensures your complete satisfaction with any article selected.

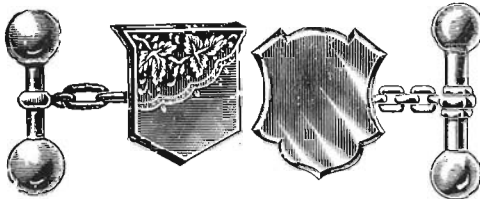
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35/-

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keeper, 35/-, 50/-, 60/-; 9ct. Gold £3, £10 10/-, £12 10/-.



7/6

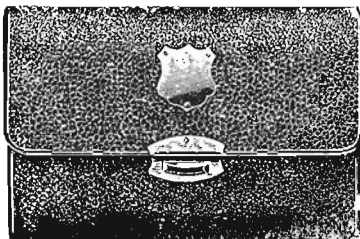
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15/-, 17/6.

# Newman's

(Regd.) Our only Address W.-McF.

84-86 Elizabeth Street, Melbourne

## Red Cap Luggage Service

(Continued from page 19)

in the old saying, "Smile, and the world smiles with you."

All my colleagues are of the same mind as myself in this connection, and we are trying to give the red cap men a reputation similar to that already earned by the London policemen, who are famed for a knowledge of their job and courteous attention to the public.

We strike some strange cases at times. We had a case the other day of a returned soldier and his wife down from the country with not enough money for a meal. They landed in this big city penniless. By a quick call-up among the porters, we raised enough to set them on their way, very grateful for the little we could do for them.

I may say that we find the Travellers' Aid Society a very great assistance indeed, particularly in helping women and children who frequently come under our notice requiring attention. I often wonder how a lot of these poor travellers got on before this splendid institution with its obliging women workers came on the scene.

It is interesting work tending to the requirements of passengers. We meet many and varied types of people, and there is never any monotony.

Of course, we become well known to regular Interstate travellers, and it is quite a common thing for one of our number to receive a telegram or a letter, in advance of the arrival of a train, to meet one of the travellers or their family and friends and to see them safely from the train to their taxi or the tram.

One of our greatest rewards is appreciation for work well done, and we receive many oral expressions of approval of our service, both as regards the red cap men's work and of the Victorian Railways service in general.

## "What's in a Name"

Every person is sensitive regarding the correct spelling of his or her name and the use of correct initials. "He who robs me of my good name," etc. The mail received by the Editor contains many errors each month. A patron spelling his name "Macgregor" may be justifiably irritated at seeing his name spelt "McGregor," or vice versa. "Mr. Thomas A. Brown" considers that his name, and does not fancy "Mr. T. Brown" as a substitute.

Correspondents of "The Magazine" sometimes fail to identify a man about whom they are sending news. "Driver Smith" means little in the average district, yard or shop, but "Driver John S. Smith" tells the tale at once, and, moreover, satisfies Mr. Smith, who has a right to his full name in print. The Editor's personal acquaintance among Victorian Railwaymen is naturally limited, and a checking of these omissions is impossible.

SEE THAT INITIALS AND NAMES ARE  
CORRECT.

# SUPERANNUATION ACT

To Members of the Australian Mutual Provident Society.

Now that the above Act has been placed on the Statute Book, life assurance policies of Railway Servants at present held under the Compulsory Life Assurance Regulations are released therefrom, and placed at the disposal of the assured, who may deal with such policies at their own discretion.

The following alternatives will be available in the case of each policy, viz.:

1. The policy may be continued by the policy-holder at his own cost and under his own control.
2. Subject to their concurrence, it may be carried on by the Superannuation Board, who will advance the premiums as they become due, and at maturity of the policy deduct from the sum payable the premiums so advanced with 4 per cent. compound interest.
3. Exchange the policy for a fully paid-up assurance under a similar table (free of all future premiums and participating in future bonuses) on the terms stated below. (Minimum £50.)
4. Reduce the sum assured to any amount not less than £50 with a correspondingly reduced premium.
5. Surrender the policy for its present cash value, which will vary according to the age at entry of the assured, the duration of the policy, and the amount of Bonuses which have been allowed to remain attached to it. (A policy less than two years in force has no surrender value.)
6. Borrow on its security up to 90 per cent. of the surrender value. The present rate of interest, subject to prompt payment, is 3 per cent. per annum.

If it is found inconvenient to continue paying the premiums under the existing policy or to make arrangements for its maintenance by the Superannuation Board the Society recommends that it be converted into a fully paid-up policy free of future premiums.

The paid-up policy which will be issued in lieu of a Railway Service policy would be represented by the proportion of the original face value which the premiums already paid bear to the total amount of premiums payable over the whole term to the maturity of the contract by survival of the assured. Thus a policy for £300 effected at age 20, and to become payable at age 60, under which 40 years' premiums in all are to be paid, and which has been 20 years in force, would be entitled to a fully paid-up policy of £150, i.e., 20/40ths or one half of the original sum assured. The bonuses then remaining attached to the original policy would be added to the paid-up policy, and bonuses would continue to be declared on it annually.

## ACTUAL EXAMPLE OF PAID-UP POLICY.

No. 817,671 for £300, payable at age 60 or previous death. Effected 15th December, 1905. Age at entry 20. Annual Premium, £7/3/6. As at 14th December, 1925, it is convertible into a fully paid-up policy, free of all future premiums, and sharing in future bonuses of one half (20 out of 40 premiums [having been paid] of the original sum assured of £300, i.e., . . . . . £150 0 0  
Bonuses allotted to original policy £124 4 0  
Total Paid-up Policy . . . . . £274 4 0

payable at age 60 or previous death.

If you find yourself obliged to surrender your policy you are advised to **APPLY DIRECT** either personally or by letter **TO THE SOCIETY** for any information you may require. All particulars will be supplied free of charge as soon as possible after receipt of the application.

No information can be given to a third party without specific written authority from the member.

The employment of a third party is not necessary, nor is it in the interest of the policy-holder.

MELBOURNE OFFICE: 459-463 Collins Street.

## DON'T LET YOUR POLICY GO.

The benefits provided by the State Superannuation Fund are extremely liberal, but they take the shape of annuities.

Annuities are good in their way, but should not be allowed to supersede your life assurance policy, which guarantees a considerable cash payment on your attaining age 60 or your prior death.

The availability of a cash sum in either contingency is of incalculable value. With it a mortgage may be repaid, a house purchased, or immediate and urgent responsibilities provided for.

No other provident investment can satisfactorily take the place of a policy.

Don't surrender your policy altogether. If you cannot see your way to pay both the premiums under the policy and your contributions to the Fund, the Society may be able to quote various options which may meet your requirements.

For your own sake and the sake of your dependents, keep your policy in force and take out further policies if you can.

## ACTUAL RESULTS

of a Policy payable at age 60 or prior death, issued to a

### GOVERNMENT OFFICER.

Policy No. 128,742 for £100 was effected in July, 1887, under the Life Assurance Regulations, the age of the assured being 22 next birthday, and it matured in July, 1925.

The amount paid at maturity was £189/2/- made up as follows:—

Original Sum Assured . . . . .	£100 0 0
Bonus Additions . . . . .	89 2 0
<b>Total</b> . . . . .	<b>£189 2 0</b>
<b>Total Premiums paid by Member</b>	<b>92 15 8</b>
<b>Amount paid by A.M.P. Society in excess of Premiums received</b> . . . . .	<b>£96 6 4</b>

It will be observed that—

The Reversionary Bonus Additions are only £9/13/8 less than all the premiums paid.

The Policyholder has been assured since the issue of the Policy for an amount ranging from £100 to £189/2/-, and at maturity he received more than £2 for every £1 paid to the Society.

This example illustrates what has been done in the past. The record of the past is the best promise of the future, but it is not guaranteed that similar results will be repeated. Future bonuses must necessarily depend on future conditions.

## NO OTHER OFFICE CAN SHOW RESULTS EQUAL TO THESE.

F. T. BRIDGES, Manager.



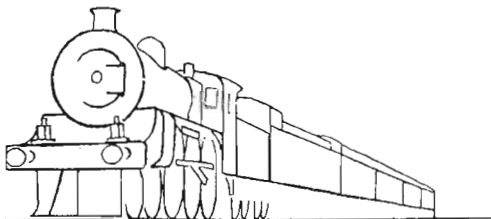
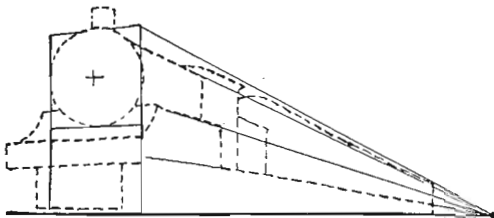
**GOOD SERVICE DEPENDS UPON EVERY OFFICER AND EMPLOYE.**

*Good service is not in the hands of the platform men alone. It begins in the workshops, and may be bettered or spoiled by the efforts or lack of efforts on the part of any employe, no matter in what part of the system his duties lie. We have to put all our equipment under strain to meet the needs of the travelling public. Full success depends on the elimination of every break and leak. One break-down may mean the tie-up of the entire system at a time when thousands of patrons are impatient to be on the move.*

## Drawing Competition for the Juniors

*Here is a simple little drawing lesson for the children this month. It looks hard to draw the completed sketch at the bottom, but if you take it in stages from the first sketch it will be quite easy.*

*Try and draw No. 1 sketch, beginning with the square at the forefront and tapering away to the vanishing point at the right, then fill in the dotted lines. When you have done this fill them out as in sketch No. 2, and rub out the squares which are shown in No. 1. A few additions such as the wheel will give you the outline of the locomotive and the train. To complete the picture as in No. 3, fill in the points shown. Let Uncle Ben have your finished sketches, and the best will be reproduced. The names of everyone sending in a sketch will also be published.*



## Maryborough Sportsmen

Messrs. A. Wood and L. J. Phelan were, at the annual meeting of the Maryborough League Football Club, re-appointed as coach and hon. secretary respectively for the third season. Other railroadmen elected are:—Crs. J. A. Roberts (vice-president) and A. A. Barnes (committee and first aid officer); Messrs. J. Withell (hon. treasurer), R. McMinn and N. Sheridan (committee), L. Kuffer (first aid official), and G. Chapman (selection committee). Messrs. Wood, Chappell, Arnott and Sullivan are certain of inclusion as players.

### IF WAR CAME.

*If ever war came, Seymour district would immediately spring well into the limelight as one of the most important centres in the State, for it is there that Victoria's main military store and camp site is located.*

*Equipment and stores, valued at close on £3,000,000, are assembled in the seven large buildings, each 100 yards by 100 feet, which are situated at the Mobilisation Siding a mile from Seymour railway station. All the necessary equipment for three divisions, or approximately 50,000 men, is available.*

*The camp itself, which covers 700 acres and includes 50 buildings, is located two miles from the stores.*

*Every year 12,000 citizen force trainees pass through an eight days' course of continuous military training at Seymour, the Light Horse regiments receiving instruction and practical drill at Broadmeadows.*

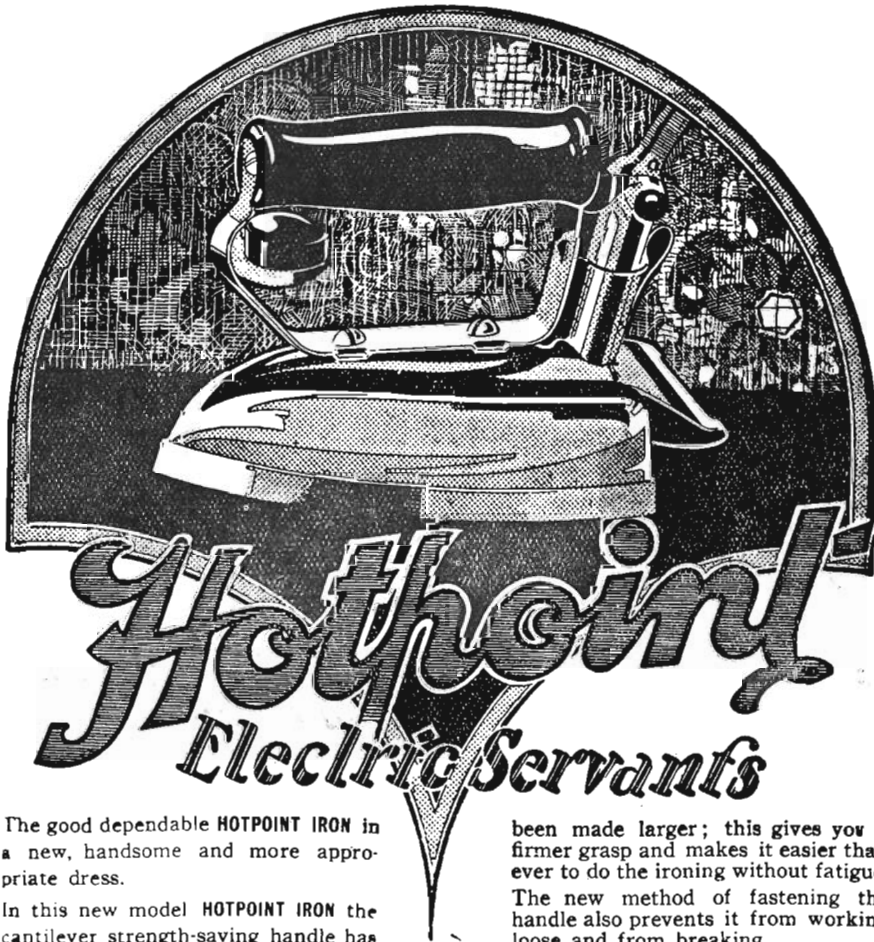
## Number Plates on Engines

Sir,—Could not the old type of number plates be used on engines that are being re-numbered. The new plates, with their lack of finish, look out of harmony with the letter plates. The new plates have rounded corners, whilst the letter plates have let-in corners.

Note how clearly the number shows up—on Engine "A2" 838, on page 21 of February, 1926, issue of Magazine.—Yours, etc.,

AN ADMIRER OF OUR LOCOMOTIVES.

When you have read your copy of the Magazine please pass it on.

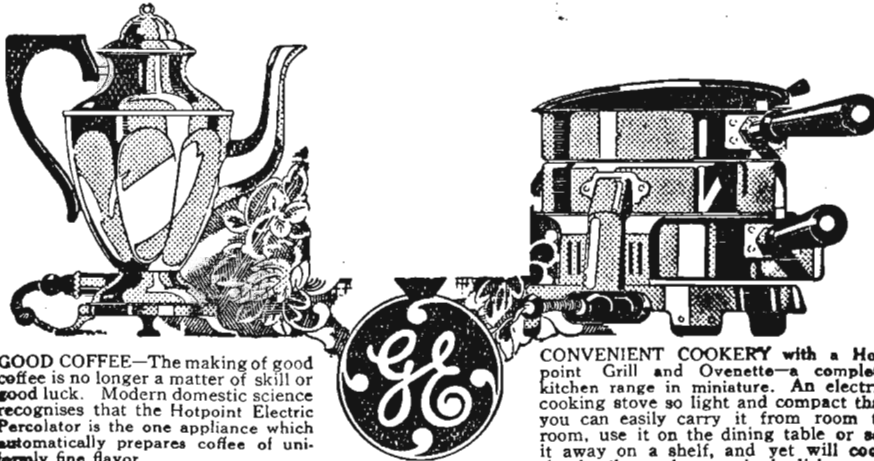


The good dependable **HOTPOINT IRON** in a new, handsome and more appropriate dress.

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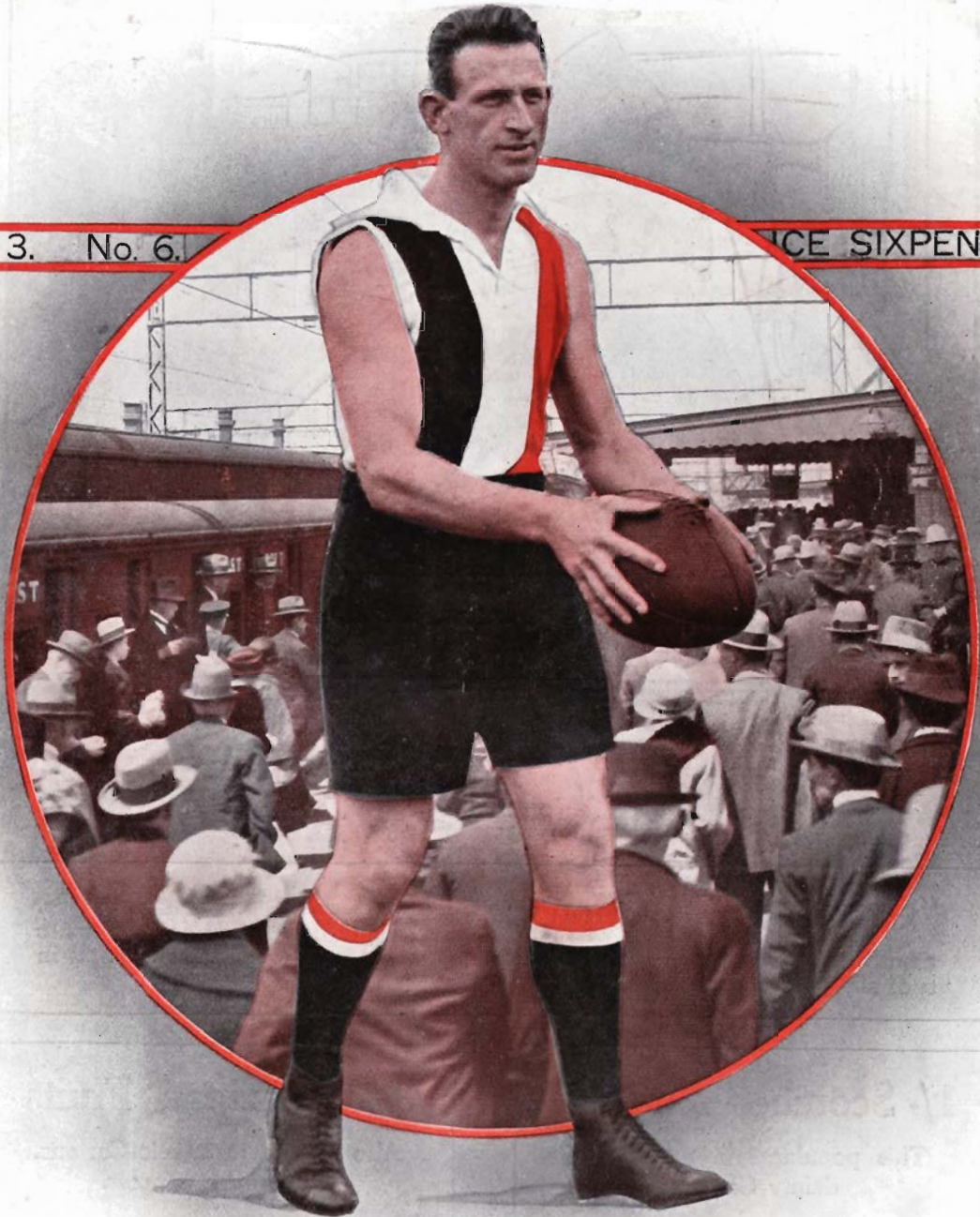
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# THE VICTORIAN RAILWAYS MAGAZINE

VOL. 3. No. 6.

PRICE SIXPENCE.



JUNE, 1926.



## THREE NEW LINES

*MacRobertson*

“GARLAND” Chocolates in  $\frac{1}{2}$ -lb. and 1-lb. Boxes and Tins.  
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specially prepared transparent paper.

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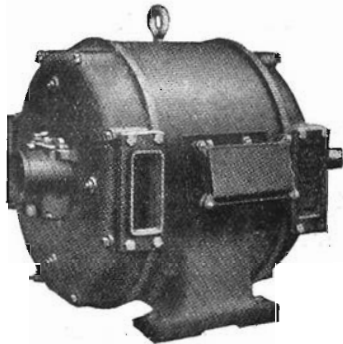
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Sure to be popular.

*MacRobertson*

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# THE RAILWAY MAN



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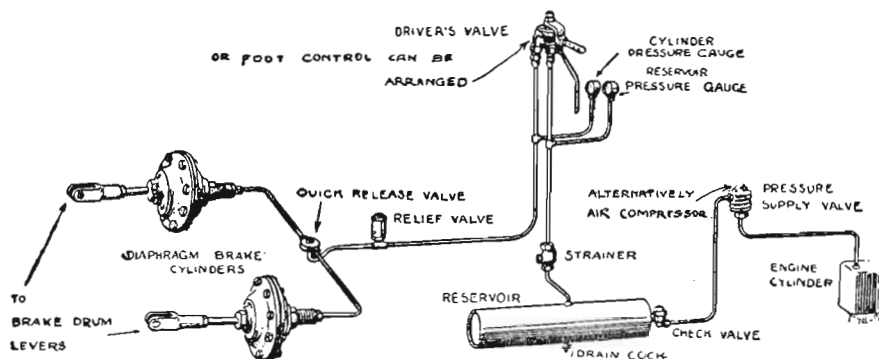


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# The Victorian Railways Magazine

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## PRINCIPAL CONTENTS FOR JUNE

	PAGE
FOOTBALL AND THE RAILWAYS	By Reg. Hunt 5
THERE IS NOTHING LIKE HAVING A DEFINITE OBJECTIVE	.. .. 7
<small>The Story of an Ambitious Youth.</small>	
TELL THE PUBLIC OF YOUR WORK	How Railwaymen are Informing Railway Users 8
CO-ORDINATION OF TRANSPORT FACILITIES.	By the Chairman of Commissioners (Mr. H. W. Clapp). 9
MELBOURNE'S MODEL RAILWAY.	By H. M. Carson 11
THINGS WE ARE TALKING ABOUT.	Railway Matters of the Moment 12
VICTORIA MAKES ITS OWN SIGNALLING EQUIPMENT.	A Peep at the V.R. Signal Shops 13
AMERICAN METHODS ARE DIFFERENT FROM OURS.	.. .. 15
<small>Lecture by Mr. W. Thomas, Asst. Genl. Supt. of Transportation.</small>	
ROMANCE OF THE CANADIAN PACIFIC.	A Thrilling Railway Story 17
A HUMAN SIDE TO RAILWAY WORK.	Activities of the Travellers' Aid Society 18
RAILWAY POLICEMEN HAVE INTERESTING EXPERIENCES	.. .. 19
HAVE YOUR TICKETS READY, PLEASE	By Geo. Johnson, Chief Ticket Inspector 21
FRUIT PROPAGANDA BRINGS GOOD RESULTS	.. .. 22
TWO RAILWAYMEN RETURN FROM AMERICA	.. .. 23
MINIMISING CLAIMS INSPIRES CONFIDENCE	By P. A. Fankhauser, Assistant Claims Agent 24
TRACK RELAYING WITHOUT TRAFFIC INTERRUPTION	Getting Ready for the Pacific Locos. 25
GETTING READY FOR THE PACIFIC LOCOS.	.. .. 26
COMMONWEALTH RAILWAYS INVESTIGATING DIESEL ELECTRIC LOCOS	.. .. 27
THE RAILWAYS AND EDUCATION.	Concessions to Scholars explained 28
KNIGHTS OF THE FOOTPLATE SIGN THEIR LAST TIME SHEET	.. .. 31
HEADLIGHTS FOR VICTORIAN EXPRESSES.	.. .. 33
MONTHLY HOME BUILDING FEATURE.	With Picture and Plan 35
MEN WITH HOBBIES ARE HAPPY.	Hobbies of two Benalla railwaymen 37
GARRATT LOCOMOTIVES WILL REDUCE WORKING COSTS ON VICTORIAN NARROW GAUGE LINES	.. .. 38
STATISTICS HELP IN THE SAVING OF COAL.	By J. D. Sutcliffe, Clerk, Bendigo Loco. Depot 40
GOODS SHEDS STAFF CAN ASSIST FUEL CONSERVATION.	By W. Ellis, Goods Foreman, Bendigo. 48
DISTRICT DESCRIPTIONS BY RAILWAYMEN.	By H. G. Hooper, S.M., Moe 56
"SAFETY FIRST," WOMEN'S PAGE, CHILDREN'S PAGE, GARDENING, WIRELESS, HEALTH HINTS, INSTITUTE DOINGS, PERSONALITIES	.. ..

Articles published in the Victorian Railways Magazine express the views of contributors, and are not to be accepted as coming from the Administration unless specifically stated.

FOR 7s. per annum in advance the "Magazine" will be forwarded to any address.

It is delivered free to all members of the Victorian Railways Institute.

Articles and reports on matters of interest to employes, short stories and verse, photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor, "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

All enquiries, except on advertising matters, should be addressed to the Editor.

Telephone enquiries to Central 5480; or Railways 174.

For advertising rates, application should be made to the Railways Advertising Division, Savings Bank Buildings, corner of Spencer and Collins-streets, Melbourne.

Telephone enquiries to Central 6411, or Railways 139.

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## TOPICS OF THE MONTH



### More Business—More Work

**E**VERY Victorian railwayman should appreciate the fact that the development of not only his own State, but of Australia itself, is inseparably bound up with the successful operation of the railway system of each State.

In so far as Victoria is concerned, we cannot afford to recognise any barrier which separates the public from the administration or the staff.

Neither can we, so far as our own individual welfare is concerned, afford to disregard the keen competition which is being waged against our railways as carriers. In effect, it means a menace to the welfare of the Victorian people as a whole, because the business is theirs—bought and financed by themselves.

This should concern every railwayman, inasmuch as an increasing volume of public business with the railways consolidates his own position, and assures his advancement.

It may reasonably be asked, are we collectively and individually doing our best to conserve our present sources of revenue, as well as to attract new business?

Give this matter a few moments' careful thought, and you will see the point which we have endeavoured to make.

More business means more and continuous employment.

### Railwaymen and Education

**T**HE complex nature of railway operation in all its phases demands that those employed in the industry be possessed of a higher standard of training than is generally regarded as necessary in most other callings.

This seems to be clear when it is borne in mind that there are approximately 600 different grades of work, a great many of which represent highly skilled professions and trades.

Members of the Council of the Victorian Railways Institute were given an important duty when the Commissioners placed upon them the control of the departmental educational classes, including the Railways Technical College.

Under the ægis of the Institute Council, its classes provide tuition in all subjects necessary for turning out the qualified railwayman for any position in the Service.

In the case of those stationed at distances remote from attendance at the duly constituted classes, correspondence courses are available.

Are railroaders taking advantage of the privileges so freely offered for their benefit? It may be that they are not fully aware of the privileges which are so freely offered. If this Topic serves as a reminder, its publication will be justified.

# Football—And the Railways

Football means a lot to the railways. It means revenue — it means work — it means activity in all branches. Many Victorian railwaymen take a leading part in the game in this State, both as players and as administrators.

*(By Reg. Hunt, Outdoor Superintendent's Office; Secretary Hawthorn Football Club, and Chairman of the Return and Umpire Committee, Victorian Football League.)*



**T**HE football season is now in full swing, and while it was thought in 1925 that the game had reached the pinnacle of its popularity, 1926 promises to break all previous records. The interest is keener and the crowds attending the matches are larger than any previous period in the history of football in Victoria.

What this means to the Railways Department in the matter of transport and revenue, and how employes are linked up with the game in various ways should interest railway employes in general.

Football is not only a sport, but in many ways a very big business, not only to the Railways Department, but to local traders and others.

During the winter months, when the passenger traffic is somewhat slack, the revenue derived from this source means a very big thing to the Department, both in the metropolitan and country areas.

Many special trains are run, and extra facilities are provided at stations for dealing with the traffic. Increased staff is provided each Saturday, and the traffic is supervised at the principal points by traffic inspectors and senior station-masters.

## Quick and Comfortable Transit

We have, of course, the keenest of competition from the trams, which, in a number of instances, land the passengers much closer to the grounds, but against this is the quicker and more comfortable transit by electric trains.

Our Department is anxious to obtain more of this traffic, and it is therefore the duty of every railwayman to make himself a railway advertising agent, and bring before the public the advantages to be gained by using our trains.

The delegates to the Victorian Football League, recognising the importance of the best means of transport of its patrons to and from the various grounds, have acted on a suggestion from the writer, that matches on adjacent grounds should not clash.

For the last two seasons matches have not been played on the Melbourne and Richmond and on the South Melbourne and St. Kilda grounds on the same day. What this means to our Department in the handling of the traffic, especially on the return journey, is

easily understood by railwaymen.

In the country there is competition, in a less degree, from the motor 'bus and car, but we get the biggest portion of the traffic which, in most cases, is over long distances. This means big revenue.

A few years ago little or no encouragement was given by the Department to football patrons, but times have changed, and by the co-operation of Departmental officers and various country leagues a big business has sprung up, and a valuable source of revenue fostered.

## 980 Specials Last Year

The season extends, practically, over five months, and the following information in regard to country traffic makes interesting reading and gives one an idea of the magnitude of the business.

In 1925 no less than 980 specials were run, carrying 163,381 passengers, the total revenue being £40,735. On one day—August 29—53 specials were scheduled.

The Wimmera Football League is one of the most powerful and popular in the country, and for its matches 17,054 passengers were carried on the special trains, with a revenue of £6106.

The matches of the Geelong football clubs, both at Geelong and Melbourne, bring in considerable railway revenue, and last season, on specials run between these cities, over 45,000 passengers were carried, the revenue being £11,000.

The Victorian Football League appoints from 50 to 80 umpires each week for country leagues and associations, when the season is in full swing. The fees paid to these officials amount to more than £5000, about £1250 of which goes in railway fares—another source of revenue.

In the city and in the country railwaymen play a big part (as they do in other public bodies) in the game, both on the administrative and playing sides. The Maryborough Football Club, premiers in 1924 and 1925 of the Ballarat League, is composed of a number of railwaymen, and its destinies are guided by Mr. Les Phelan, clerk in the office of the District Superintendent.

Mr. Ken Donald, of the General Superintendent's Office, is assistant secretary of the Victorian Football Association; Mr. Stan Thomas (Signals and Telegraph Branch) is

## OUR COVER DESIGN.

*Mr. W. Cubbins, Captain of the St. Kilda Football Club, kindly posed for the picture on our cover design this month. Mr. Cubbins, affectionately known by football followers as "Billy," is a carpenter and joiner at the Arden Street Workshops of the Victorian Railways. He is very popular and highly respected by his colleagues in the workshops and playing field.*

secretary of North Melbourne; Cr. D. McCormack (Car and Waggon Shops) is a vice-president of the Footscray Club and delegate to the Victorian Football League; Mr. W. H. Hulse (Tourist Bureau) occupies the same positions for the Hawthorn Football Club.

Mr. M. J. Canny, our General Superintendent, was a few years ago one of the chief executive officers of the Essendon Football Club.

Numerous other Railway officials hold positions on the committees of League, Association and junior clubs in Melbourne, and altogether play a big part in the administration of the game.

A number of the prominent players in the League clubs are Railway employes. A few names come to my mind, viz.: Keith Millar (Richmond), Kelly, Mullens (Carlton), Donaldson, C. Watt, Irwin, Kidd, Dolan, Farrell (Essendon), Cubbins (captain), Lord, Cleal, Anthony (St. Kilda), Thomas (Geelong), Corbett, Coy, Lilley (Melbourne), McDonald, Condon, Mahoney (South Melbourne), Outen, O'Brien, Laidlaw (Footscray), Gough, Bolt (Hawthorn), Millen, Truman (Fitzroy), Giles (North Melbourne).

Ernie Cameron (Essendon), one of the finest rovers who ever played the game, is employed in the Rolling Stock Branch; and Newton Chandler (Carlton), who played on the wing in several interstate matches in recent years, is with the Superintendent of Refreshment Services.

Pat O'Brien was captain of the Victorian team which won the championship of Australia at the carnival in Hobart in 1924.

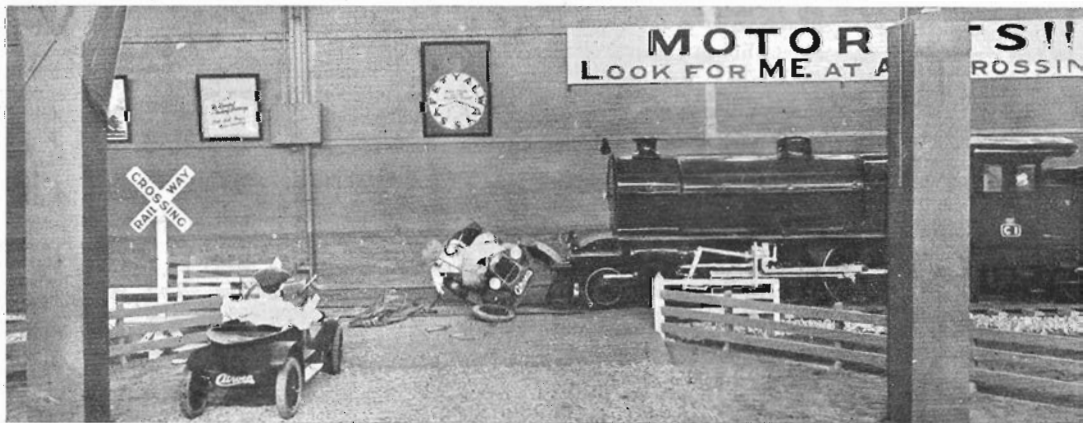
For many years a Railway team—of which Mr. Clifford, of the North Loco., was secretary—has competed in the Wednesday League, which comprised clubs from the Fire Brigade, Yellow Cabs, and Wharf Labourers. Many prominent League and Association players took part in these matches, and enabled the Railway team to win the premiership on several occasions.

This season this league disbanded, but another avenue has been opened for railwaymen to take part in football exercise, a Victorian Railways Football Association having been formed, with nine teams, competing from the St. Kilda line, the Williamstown line, Flinders Street Station, the Heidelberg line, Melbourne Yard, the Box Hill line, Jolimont Yard, the Essendon line, and the Sandringham line.

The Commissioners have granted their patronage to this association, and have shown in a practical manner their interest in the social welfare of their employes by generously donating a valuable cup for this competition.

Football contests are also the means of bringing together the staffs of the various States. Each year (in April) a triangular series of matches is played between the railway employes of South Australia, Victoria, and New South Wales in Adelaide, Melbourne, and Sydney alternately.

This competition is for the Nash shield, and was won this year by the South Australians. Encouragement is given also to these contests by the Commissioners in each State, and facilities for leave of absence and travelling are readily granted the players taking part.



*An effective display was made by the Victorian Railways Department at the International Motor Show at Melbourne. The attention of the motorist was directed to the dangers of level crossings by the staging of an "accident" with a model locomotive and cars.*

# There's Nothing Like Having a Definite Objective



"My aim is to be a Commissioner You know I have a good chance, because I obtained advice from Mr. Clapp."

THE speaker was a young, under-sized lad of 11 years of age. His name is Alf. Borgett, of 82 Gladstone Street, Bendigo, and he would put many railwaymen to shame by the knowledge he has of the Victorian Railways system and railways in general. He is determined to be a railwayman. No bottom rung positions for him, once he has obtained experience in the lower grades. His motto is "Aim High," and his ultimate objective is a Commissioner'ship.

Alf. was at the station when the Commissioners visited Bendigo recently. He was anxious to see the Chief of the Department in which he is so greatly interested.

"Who are you?" asked Mr. Clapp, addressing Alf. "I am a railway enthusiast, sir," replied the lad.

Did he "put one over" on the Chairman? Not by a mile. Enquiries revealed that Alf. has a close knowledge of engines and trains, and he can ask more questions on railway matters in five minutes than anyone the Bendigo District Superintendent (Mr. W. Tredinnick) has ever met. Alf. talks of superheaters, of boosters, of Mikados (he says that the Victorian railwaymen call them "N's"), Malletts and Garratts, and he knows the standard engines of nearly all countries.

He does not like the movies depicting railways. He says they are faked. He saw a picture where a switchman fly-shunted an engine and a train. He was sure it could not be real. No switchman could do a thing

like that. To make the story clear to Mr. Tredinnick he explained that switchmen in America were the same as shunters in Australia.

Alf. knows the gauge of most railway systems, and the length of the different classes of passenger stock. He considers the Pullman a great car, and declares that they have Pullman cars in New South Wales.

"I think I will join up as a Clerk of Works," Alf. says, "I am aiming to be a Commissioner. I was always very interested in railways. I do not read wild west books, but I like Jules Verne and books about flying and railways.

"I am not too good at arithmetic, but I am studying at it hard, and I am pretty sure to get my merit next year. Father thinks I have a good chance for promotion if I stick to my lessons, and get my Merit. You know, I got advice from Mr. Clapp about the railway job, and I am sure I will get on well if I can pass the examination."

This is the story of an ambitious boy with a definite objective. And who shall say that he will not some day accomplish it.

The lads now in the Department had better get a hustle on. They have a start on Alf., but they will have to keep busy and learn all they can or Alf. Borgett, of Bendigo, will catch them. He is armed with the first requisite for success, that is, keen interest in his job. He is full of purpose, and has hitched his waggon to a star.

---

## Anzac Day Traffic Was Phenomenal

To witness the march of the former men of the Australian Imperial Force on Anzac Day, 65,000 people braved the rain and bleak winds, and travelled by rail to Flinders Street between 12.30 and 2.15 p.m. Twenty-one special trains were run for this traffic, and in all 80 full-load electric trains were necessary to transport the army of travellers to the city.

FOR a Sunday the traffic was easily a record, and it is doubtful whether, as regards concentration on a single point in such a short time, the numbers have ever been exceeded on a week day.

"The public were advised to travel early, and they did so," said Mr. T. Sullivan, assistant to the Metropolitan Superintendent. "The first few trains after 12.30 were crowded, and there would no doubt have been as many passengers on the later trains if the showers that fell at half-past 1 had held off."

On the return the traffic was spread over a longer period, and, consequently, there was

not such a tax on the service as had been the case on the forward journey.

Mr. Sullivan paid a tribute to the work of the staff.

"Their efforts were splendid," he declared, "and there was not a hitch of any kind all day."

The traffic was supervised by the Metropolitan Superintendent (Mr. T. W. J. Cox), Mr. Sullivan, and the Electrical Traffic Inspector (Mr. Rogers). A full staff was on duty at the Metropolitan Superintendent's office.

Distinguished Passengers

*The famous Don Cossacks Russian choir, photographed after stepping from the Adelaide express on arrival at Melbourne last month.*

## Tell of Your Work to the Public

"We make it a practice to give the public information concerning our system."—President C. H. Markham, of the Illinois Central System, U.S.A.

THIS is a policy which will surely yield results, because, when people know the facts, ill-considered criticism is prevented, and they appreciate the difficulties with which the operators of a large transportation system have to contend.

The Chief Electrical Engineer (Mr. H. P. Colwell), who recently returned from a trip abroad, says that railwaymen in America accept every available opportunity to talk about their work, and thus educate and inform the public. Officers in all grades speak or lecture about their system before public bodies whenever the occasion offers.

Victorian railwaymen have of late followed on the same lines. There is nothing like a heart to heart talk on matters of mutual interest to railwaymen and the general public. The address by the Chairman (Mr. H. W. Clapp) before the Geelong Rotary Club last month did much to give not only the Rotarians but the general public, who read Mr. Clapp's remarks in the press the following day, a

better appreciation of what we are striving for.

Mr. Clapp also addressed the Australasian Transport Conference in Melbourne with good results.

Mr. M. J. Canny, the General Superintendent of Transportation, created a favourable impression among the public of the Bendigo District when he addressed the Rotary Club in that city. The District Superintendent (Mr. W. Tredennick) has already created an atmosphere favourable to the railways, and brought about a co-operative spirit between the Department and railway users by the addresses which he has given to organisations in Bendigo from time to time.

The series of wireless talks by leading railway officers from the studio of 3LO have been heard throughout Australia, and many appreciative letters have been received concerning them. More than 60 talks have been given by representatives of all branches in the last 10 months.

### OFFICERS AND CREW ON THE FIRST RUN OF THE GEELONG FLIER.



*(Left to Right)—  
Loco Inspector H. Colings, Driver W. Fraser, Conductor R. Ick, Fireman A. O'Leary and Guard Geo. Wulmsley.*

# Co-ordination of Transport Facilities

"To prevent economic waste and to afford the best service to the community there must be a close co-ordination between all transport facilities," said the Chairman of the Victorian Railways Commissioners (Mr. H. W. Clapp) in an address before the Australasian Transport Conference, held in Melbourne simultaneously with the International Motor Show last month.

**B**RIEFLY referring to the effect on the railways and tramways of the use of private motors, Mr. Clapp directed attention to the fact that the volume of country passenger traffic carried on the Victorian Railways was declining.

In 1922-23 the number of passenger journeys on country lines was 10,047,058. In 1923-24 this number was reduced to 9,892,197, and in 1924-25 to 9,765,623, notwithstanding that improvements were effected to our railway service, and in the country districts on many lines the time taken by trains between terminals was appreciably reduced.

This Mr. Clapp declared is unquestionably an indication of the trend of the times, and of the fact that the lure of the rubber-tyred vehicle appears to be irresistible.

On branch lines the problem had been met to some extent by running rail motorcars. The railways were able to give a better and more convenient service at less cost than steam operation, with the use of these cars, by separating the goods from the passenger services, and, thereby, in many instances, eliminating the so-called pedlar or mixed train, which, due to the advent of the automobile, had become almost intolerable as a means of passenger transport.

Nineteen of these rail motors were in running, Mr. Clapp said, and their use was being extended.

## Opportunities for Improvement

"Turning now to the city of Melbourne. For its area and population, it is remarkably well served with transport facilities. Even prior to the advent of the commercial passenger road motor vehicle (which in reality has only developed within the last two years) there was no comparable city in the English speaking world so well served with transport.

"At the same time, we appreciate that there are many definite opportunities in which to improve the transport facilities of this community.

"In the Victorian Railways electrified railway system you have the largest, and one of the most modern steam converted railway systems in the world, a system which in size will only be surpassed by the electrification of the Chicago suburban services of the Illinois Central Railroad, now in course of conversion from steam to electric traction.

"As a result of the superior train service provided by electric traction, the traffic in-

creased by about 21,000,000 passengers per annum, and the revenue to the value of £325,000 per annum.

"Now, however, the tide has turned. Due to the enormous increase in the number of private motors in use in the metropolis, the operation of motor omnibuses, the electrification of the cable tramway lines, and the linking up of lines which previously necessitated a break of journey, the growth of traffic on your suburban system has become almost stationary.

"To-day we have fallen below a normal increase of 5 per cent. per annum (passenger journeys). The conversion of the cable tramways to electric traction cannot help but have a retrogressive tendency on the traffic on your suburban railway system.

"We recognise, however, that within a distance of five or six miles from Melbourne the tramway must come into its own. Outside that radius, and in some instances within that radius, the patronage accorded the trains in competition with the trams will be determined by the proximity of the passenger's home to the railway station, and the higher speed at which the trains are able to travel along their private right-of-way.

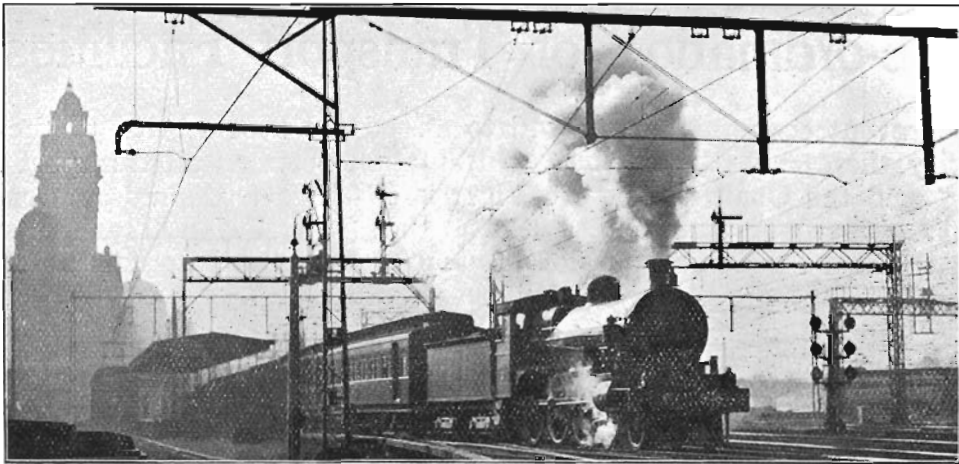
## Looking to the Outer Areas

"The Railways Commissioners are looking to the development of the outer area to compensate them for the loss of traffic within the inner suburban zone."

To ensure the best interests of the community as a whole, Mr. Clapp pointed out that there is a need for the closest co-ordination between the Railways Department and the Tramways Board. When such co-ordination between the two utilities does not exist there must at times be wasteful and misdirected effort in the handling of the transport services of the community.

Experience during the last two years had shown that the private motor omnibus services had lacked permanency, that they had involved undue loss to the existing public utilities, that they had caused great damage to the roadways which were not constructed for such severe forms of motor transport, and that, generally speaking, due to lack of co-ordination, they had not been conducted with the efficiency and regard for public convenience which should characterise a public transport service.

The object of the Motor Omnibus Act, which was passed in 1924, was to prevent unrestricted competition between buses and other



*The Geelong Flier leaving Flinders St. station, Melbourne, for its initial run to Geelong on May 3.*

public utilities, and between 'buses and 'buses; to compel motor buses run for hire to contribute towards the maintenance of the roads, and, by regulation, to ensure the safety of the travelling public.

The suggestion that the 'bus was altogether a superior vehicle and must oust the tram had no evidence to support it. The 'bus had made great advances; it was taking a definite place in city transport, but that place was limited, and its best use was in co-ordination with other forms of transportation.

During the last few years the railways had been faced with considerable competition for passenger traffic, particularly between Melbourne and certain of the hill and seaside tourist resorts.

This competition had become so extensive that in order to protect the interests of the railways, and of the people of the State, who own the railways, the Commissioners had decided that if the travelling public desired to run on rubber instead of on rails, such service would be provided, but it must be clearly understood that the public could not get something for nothing. This road service could only be provided at the expense of the existing utility.

If considerable traffic be diverted from the railways, an increase in fares would be inevitable, and the time would eventually arise when there would be no alternative but to curtail passenger train services on lines affected, and, looking further ahead, might even involve the abandonment of some lines of railway.

The Victorian Railways were not alone in this respect. Railroads in other parts of the world had had to meet motor coach competition by operating on the roads themselves.

In America the Railway and Utility Commissioners of the States, representatives of steam and electric railways, the Motor Manufacturers' Association, and the larger operators themselves were all in agreement that adequate regulation of 'buses as public transport agen-

cies would stabilise rather than destroy the industry, and, furthermore, all were agreed that in the interest of community economy and efficiency 'buses should be, and must be, operated by the existing transport agency, i.e., railway or tramway.

In regard to taxation, it was agreed that the highway operators should be taxed an amount proportionate to their use of and damage to highways.

In most American States the authorities, when satisfied that additional road transport facilities were required, first gave the existing transport operators in the territory the right of refusing to provide such additional service if competition, direct or indirect, with the existing transport agency was involved.

#### A Revenue of £12,000,000 a Year

"The revenue of the railways now totals the large sum of more than £12,000,000 per annum," Mr. Clapp explained. "This revenue falls slightly short of balancing working expenses, and interest charges on the capital invested. Practically no provision is made for the depreciation of assets, so that your railways have not up to date been operated on a sound commercial basis, and are, therefore, not self-supporting.

"Freights and fares are maintained on as low a basis as is practicable in the circumstances, and, as a matter of fact (one commodity), metal required for highway construction is carried at an unpayable rate, which on the present volume involves us in a dead loss of approximately £100,000 per annum.

"Under present conditions this metal is being used in the construction of roads for our competitors to run their buses or motor lorries over and secure the cream of our traffic—where does the sense of this lie apart from the aspect of the economic waste that is created?

"If the people of this State prefer to use the motor vehicle in preference to the established means of com- (Continued on page 60)

# A Melbourne Man's Model Railway

Railroading must be a fascinating job, as witness the number of men outside the Service who take a keen interest in it. Though not a railwayman Mr. H. M. Carson, of 62 Landcox Street, Brighton, takes as much interest in the Victorian system as if he were on the payroll. He here tells of his 2½-inch gauge model railway in his backyard.

WITH the help of a few enthusiasts, the writer in January last launched the Melbourne Society of Model Engineers, and the following description of his model locomotive and track is written in the hope that it will attract some of the many model workers there must be among the staff of the Victorian Railways.

I may say that it is not a model of any particular type, but simply follows in a general way British inside cylinder tank engine design of 15 to 20 years ago.

The working pressure is 80 to 100 lbs. per square inch, and at that pressure will easily pull an eleven stone passenger riding astride a small 4-wheeled truck.

## Departure from Actual Practice

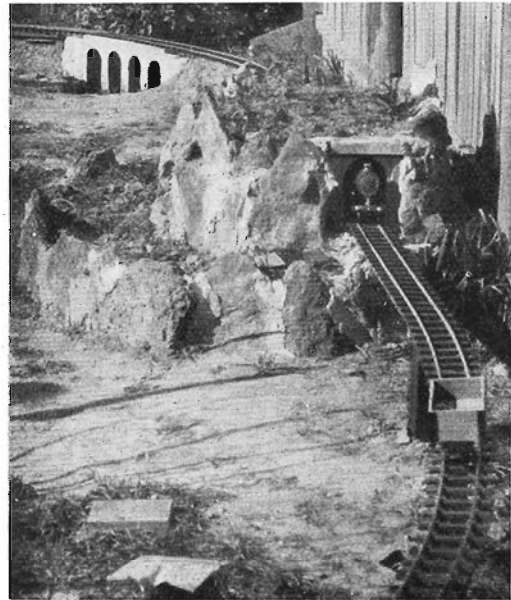
The boiler is a departure from actual practice, in that it is not a fire tube, but a water tube generator. The visible boiler is merely a shell, the boiler proper being slung inside with nine ¼in. diameter tubes on its underside. This type is known to model loco-builders as the Smithies, after its inventor.

For a small model up to ¾in. scale, it is very efficient, in that it is a quick steam raiser, and can be made extraordinarily strong; the boiler of this model being tested to 350 lbs. pressure.

The firing is by methylated spirit, per medium of a six-wick burner, and will raise steam to 80 lbs. from cold in five minutes.

The total length of engine over buffers is 20in., height from rail 7½in., and width 4½in., cylinder dimensions are ⅝in. bore by 1in. stroke, with slip eccentric reversing gear.

The fittings include force pump, check valve, pressure gauge, blow off cock, safety valve, and steam blower, this latter being a very necessary fitting, and in no small measure contributing to the success of the model.



The track is laid with correct Vignole section rails, made in extruded brass, which stands up to the weather much better than steel.

The total length of line is 102 feet, laid in the form of a flattened oval, with its curves to a radius of 15ft., and a super elevation of three-eighths of an inch.

There is a tunnel (in which our dog insists on parking his bones), plenty of earthworks in the form of embankments, a concrete viaduct of four arches, and an iron single span cantilever bridge.

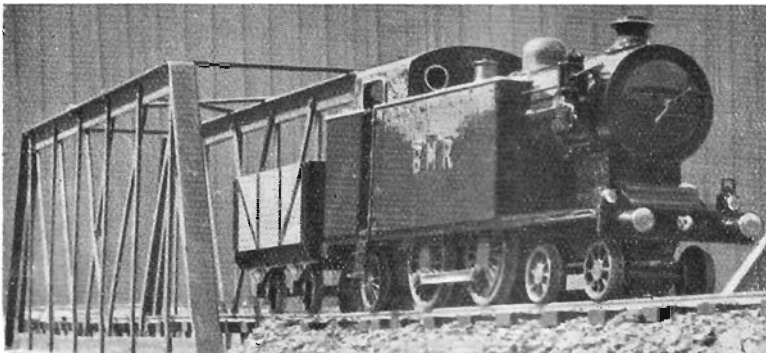
Nearly 700 redwood sleepers were used, and eight dray loads of soil were necessary for the embankments.

A concrete station is in course of construction, and will include S.M.'s office.

Fine blue metal screenings are used as ballast.

I may say that the line was planned originally in Sydney, but was taken up and relaid in its present situation at Brighton.

The highest speed yet attained is eight



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A "close up" view of Mr. H. M. Carson's model locomotive makes it look quite like a full-size one. It is here seen crossing one of the bridges on his system at Brighton.

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# Things We Are Talking About

## Special Excursions—Duplication of Glen Iris Line—Record Stock Traffic—Another Tourist Ship

### Glen Iris Line Duplication Begins

**T**HE first stage in the duplication of the Glen Iris line has been begun. The estimated cost of the work is £39,500.

Work has started on the section between Burnley and Heyington. The track locking system will be introduced, and improved crossing facilities will be afforded at Glen Iris, with a view to a more frequent service, especially at peak load periods.

The improvements will also have the effect of facilitating the running on the main Camberwell line. With single line working, it occasionally happens that, owing to one train being in the Heyington section, a following Darling train is held up at Burnley, blocking the line, sometimes, for trains to Camberwell and Kew.

Duplication of the line to Heyington will prevent such delays, and, generally, will make for a more expeditious and efficient service.

### Tourist Trip to Australia

**F**OLLOWING on the popularity of the visit of the world tourist steamer Carinthia early this year, arrangements have been made by Thomas Cook and Son for another world tour to include Australia.

The vessel for this trip is the Franconia. The cruise will start on January 12 next from New York, and Melbourne will be reached on March 2, two days being spent by the tourist in Victoria. Four days will be allotted to New South Wales.

### 698,000 Sheep Railed in 24 Days

**I**N the 24 days ended April 30 the Victorian Railways Department transported 698,800 sheep and 47,300 cattle up country. During this period 4737 cattle trucks and 6988 sheep trucks were loaded.

This is the heaviest traffic since 1914, and easily constitutes a record. Every available stock wagon that the Department possesses was put into service.

The stock was moved from the eastern, south-eastern, south-western and north-western districts to the northern districts of the State, where there was plenty of feed and water.

During the recent dry weather, sheep and cattle owners in the north were forced to sell their stock because they had no water. Later on they had to buy to re-stock.

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miles an hour, and I do not care about trying for any higher.

The writer is, unfortunately, not a member of the staff of the Victorian Railways, but is, nevertheless, a keen critic, and an ardent admirer of the system, which I hold is second to none in Australia, and one that, in my humble opinion, every member of the staff should be proud to belong to.

### Boost Your Own Resort

**N**OW that the Victorian Railways, like many of the leading railway systems of the world, has a first-class and up-to-date guest house as an integral part of its organisation, namely, Mount Buffalo, railwaymen should do all they possibly can to bring this resort under notice.

With the advent of the winter season Buffalo now has special attractions to offer. It is an all-the-year-round resort, but in winter it has the additional attraction of the snow, with the incidental skating, tobogganing and other winter sports.

Many people are often at a loss to know where to spend a holiday. Buffalo is a resort which can well be recommended.

### Special Excursions Find Favour

**T**HE special services of the Victorian Railways Department were called upon recently when two public bodies organised special excursions.

On April 29 the Insurance Institute chartered a special train to Wonthaggi. The train was complete with express cars, dining and parlor cars, and the service was on the usual high plane of efficiency. There were 61 passengers who undertook a motor trip from Wonthaggi to Inverloch. They inspected the State mine and surroundings of Wonthaggi during the day.

Another special excursion was that conducted by the English Speaking Union to Crib Point on May 6. The train was complete with express cars and parlor cars. There were 56 passengers, and during the day they inspected the Commonwealth Naval Base at Crib Point.

### Condensation Necessary

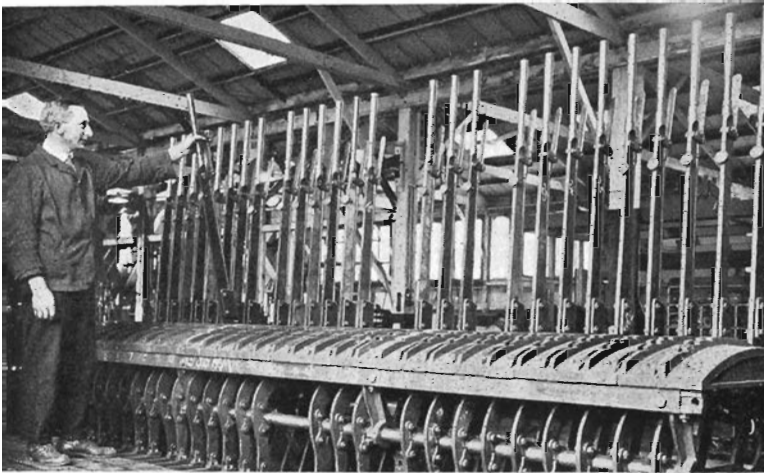
**I**T is impossible for the Editor to publish in full everything which is submitted for publication in the Magazine.

Space is necessarily limited, and it is desired that the Magazine be as representative as possible of the many branches constituting the Department.

It is necessary, therefore, to condense articles in accordance with their relative importance, and the Editor asks those whose manuscript is "sub-edited" to realise this, and not relax their efforts in forwarding suitable matter for publication.

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"Selling" is itself a word that is being used in a rather wider sense than was once the case. This is particularly so with insurance companies who speak of "selling insurance." Correspondence schools sometimes refer to "selling the course," instead of obtaining pupils. Our job as railwaymen is to "sell service."



## Victoria Makes Its Own Signalling Equipment

Very delicate and very important work goes on steadily and quietly at the Newport Railway Signal Shops, where most of the equipment for the Signals and Telegraph Branch, including electric telephone, telegraph and safe-working devices, crossing gates, and interlocking apparatus, is manufactured and maintained.

THE distinction of manufacturing the first overhead structure used on the Victorian Railways belongs to the Newport Signal Shops, and a considerable quantity of the overhead equipment is still constructed in the iron-work shop adjacent to the big general fitting and machine shop.

Four hundred men are employed at the Shops, with Mr. S. H. Evans as manager.

Up-to-date machinery is installed, and all the shops are laid out on modern lines. In the general fitting and machine shop the smaller machines are assembled on one side and the larger on the other, with the fitters located along the middle of the floor.

The two sub-foremen have their desks on the open floor of the shop, the sub-foreman fitter on one side and the sub-foreman machinist opposite.

### Tools are Carefully Stored

The job-card system has been adopted at the Signal Shops, and has proved more successful than the old-time sheet system.

In the smith's shop, where all forging operations are carried out, there are Massey 10 and 5 cwt. drop-hammers, steam hammers and olivers. All tools for the smith's shop are stored apart when not in use, and are carefully arranged so that there is no difficulty in securing any particular appliance at a moment's notice.

"Electricity is gradually superseding steam," remarks the manager (Mr. Evans), "and in time we will operate all our steam hammers by compressed air—a cleaner and more economical arrangement."

Big repair jobs are occasionally performed here for the Newport Power House.

For the last 12 months old rails have been used instead of wood for telegraph poles, so far with every success as well as with decided advantages on the score of economy.

Owing to the scarcity of red gum it has also

been found necessary to abandon the old practice of providing wooden foundations for the interlocking appliances which are manufactured at the Signal Shops, and concrete material is accordingly now used.

"The change was practically forced on us," says Mr. Evans, "but it has its advantages, as it means a saving of time on the maintenance work, the concrete being, of course, more durable and immune from white ants."

Alongside the pattern shop and the iron and brass foundry, where casting is done three times a week, is the electrical shop, in which the electrical appliances for railway telegraph, telephone and safe-working equipment first see the light of day. The telephone itself is not made at the Signal Shops, but it is repaired there.

A new multiple switchboard—manually operated—has just been constructed in this shop for installation in the Exchange Room at Head Office, where it will be used to relieve the heavily worked automatic lines. It has a present capacity of 200 lines, which can, if necessary, be increased to 400.

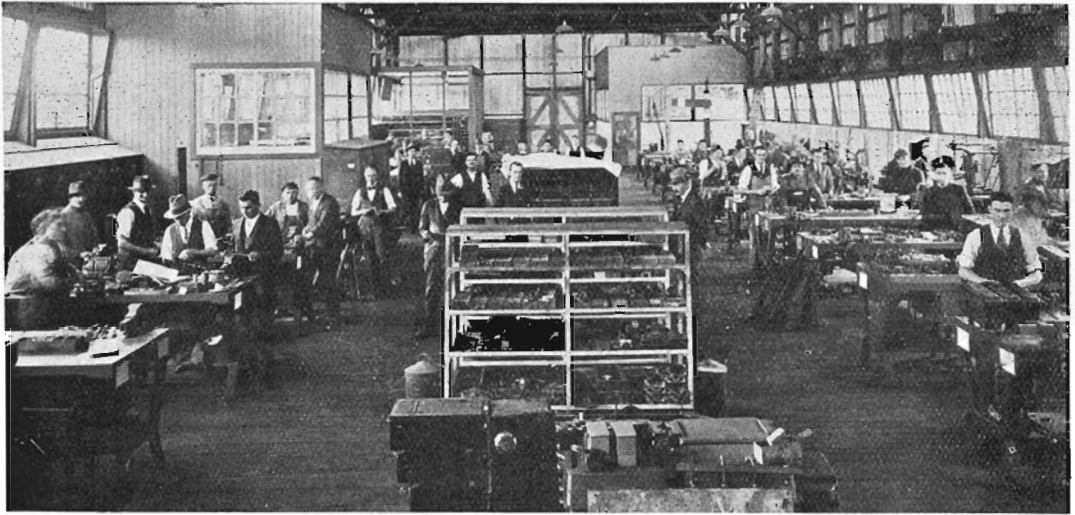
Another smaller magneto switchboard for Ballarat, also a product of the Signal Shops, will be in commission shortly.

### Equipment Thoroughly Tested

Adjoining the electrical shop is a testing room, where all equipment and appliances are thoroughly overhauled and tested before they pass into service or await demand at the store.

The store, independently controlled by the Chief Storekeeper, with Mr. T. Ducret as officer-in-charge, is quite a feature of the Signal Shops. There are 8000 different items, ranging from screws to semaphore posts.

The value of the signalling equipment at present arranged neatly under the high roof of the well-lighted building is approximately



*A general view of the electrical shop at the Newport Signal Shops. Seventy men are employed in this shop, assembling telephone, telegraph and electric safeworking appliances.*

£135,000, and upwards of £250,000 worth is issued yearly.

It was no easy matter, either, to assemble some of the equipment in the store. Signalling appliances are intended for use, and are not made so that they will stack in a neat and orderly fashion. Stretcher bars, in particular, are very ungainly and awkward, and special sloping racks were constructed to accommodate them.

The men engaged on maintenance work around the State for the Signal and Telegraph Branch draw their material and supplies from this store.

In the carpenter's shop level crossing gates are built and painted. A score or more of different sized gates are always kept on hand, so that in the event of an existing gate being smashed in an accident there will be no delay in replacing it.

The special desks for the recently introduced train control system are being built at the Newport Shops, as also is the new automatic staff exchange equipment, electric clocks for workshops, and the booking clerk's old friend—the ticket-dating machine.

The men of the Newport Signal Shops have acquired an enviable reputation for quick and efficient work, and a fine spirit of co-operation exists between the staff and the administrators.

Safety First principles are closely followed, but to provide for cases of injury which occur there is a well-equipped ambulance room always available, with a trained nurse in attendance for three hours every day.

The Newport Workshops' Band comes over to the Signal Shops once a week and renders popular items during the luncheon hour.



*Some of the 400 odd men who are employed at the well-equipped Signal Shops, Newport, where all sorts of signalling and interlocking apparatus, and railway telephone, telegraph, and safeworking devices are manufactured.*

# American Methods are Different from Ours

An interesting and instructive resume on some phases of his recent 20,000-mile tour through America, making an extensive study of railway operation and management, was given by the Assistant General Superintendent of Transportation (Mr. W. Thomas) before a large number of Victorian Railwaymen at the Jolimont Lecture Hall on Tuesday, May 4. The lecture was illustrated with maps and lantern slides.



"AMERICAN methods of railway working are different from ours, both as regards freight and passenger trains," declared Mr. Thomas. "The same thing applies to station organisation. In America the conductor in train working seems to be the principal official, both when the train is on the road and at stations. You can walk along a platform without as much as seeing a station employe, and if you want information you must ask the conductor or someone on the train.

"We—I refer to Mr. S. P. Jones, Assistant Chief Engineer of Signals and Telegraphs, and myself—were struck by the large amount of work done by private firms for railway companies. Here in Victoria we are quite accustomed to practically all railway rolling stock and signalling work being done at the Railway Workshops, but in America little of that is seen, private companies usually making the locomotives and cars (both passenger and freight), and all the signalling material. There is so much work done by private firms for railway companies that it has the effect of stabilising industry. When railway companies are ordering freely industrial affairs are in a sound condition, and there is little talk of unemployment."

## Freight Train of 6612 Tons

One freight train shown by Mr. Thomas handled a load of 6612 tons—there were 93 cars, each of 70 tons, and the train was nearly three-quarters of a mile long. "We in Victoria are still in the retail stage—small power and small train loads," he said. "Our objective should be to keep pace with the industrial development of the country, and we will then have big power and bigger train loads as development occurs."

It had to be remembered, Mr. Thomas pointed out, that while there was very little difference in the relative size of Australia and America, the population of America is 115,000,000, while Australia has only 6,000,000, so that, quite apart from anything else, America required a big transportation system to feed such a vast population and to supply their needs. That was why train loads were so big and why it was necessary to have such big power, and their railways were able to do such big things. The average train load was about 1600 tons, but train loads of between two and three thousand tons were quite common, and frequently they reach as high as six and seven thousand tons.

While Australia had 25,000 miles of lines

of varying gauge, America had 250,000, all of the 4ft. 8½in. gauge, so that there is every opportunity for the free movement of trains north, south, east and west across country.

The American railways are privately owned, and although we might have the idea that they are not regulated to any great extent, such is not the case. The Interstate Commerce Commission has very wide powers; it is said that the Commission's scope of regulation extends from the ash pit, under the locomotive, right through all the ramifications of railway work, up to the manner in which the railways shall compile and keep their statistics.

The Interstate Commerce Commission Act of 1920 had "tamed" the railways. It had brought them within the scope of public control, and yet, notwithstanding this, the railways in America had never been so prosperous. In the years 1922 and 1923 they spent £400,000,000 on new capital works.


## Neatness Makes up for Lack of Scenery

One picture screened by Mr. Thomas was that showing a section of track with the ballast edges neatly aligned to a "toeline." It was explained that a former president of the Southern Pacific Company had said that, apart from the feeling of pride which a well-kept property engendered among the staff, order and neatness commanded respect from the public. There was not much scenery on some of the lines through which the Southern Pacific passed, so the company should give passengers something to look out on in the form of a well-kept and well-ordered property. (See photograph on page 30).

One very interesting picture showed the snow sheds in the Sierra Nevada country—they are quite unknown in this country. The sheds, which are built of lumber, completely cover the tracks above the snow line for a distance of over 40 miles; they prevent the line from becoming blocked during heavy falls of snow, and traffic can thus be worked over the mountains with a minimum of interference.

Another phase of working touched on by Mr. Thomas was in connection with his visit to Centralia, where one of the largest marshalling yards of the Illinois Central Company is situate. The freight cars off in-bound trains are shunted over a hump, leading to the classification sidings, at the rate of two cars per minute. The hump grade is 1 in 50 in summer, and 1 in 45 in winter; the steeper





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*Here are the snow sheds over the railway lines on the Sierra Nevadas referred to in the accompanying article by Mr. Thomas.*  


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grade in winter is to compensate for the more sluggish movement of the vehicles in cold weather.

Weighing of trucks in motion is now carried out as the freight cars pass over the weighbridge situated close to the hump. The registration of the weight is automatic, and the capacity of the bridge is up to four trucks a minute. Many other railway companies have similar weighbridges in operation.

The illustration of the car retarders in the New Gibson Yards was something new and entirely novel. The retarders are controlled from towers nearby, and as they render the use of brakemen unnecessary, the yards, Mr. Thomas said, had an almost Sunday-like appearance. The trucks, as they move off the hump in the direction of the classification sidings, are retarded at specified points, and their speed reduced to such an extent that rough shunting is avoided. With the use of the retarders 260 cars per hour could be handled at the New Gibson Yards, as against 120 at the Centralia Yards, without the use of retarders.

#### Twenty Divisions of One Express

Having inaugurated our first train in Victoria with a specified name—"The Geelong Flier"—some facts concerning one of America's most famous trains—"The 20th Century Limited"—proved exceptionally interesting to Mr. Thomas's hearers. He gave the interesting information that as many as 20 divisions of this express sometimes leave Chicago for New York on the one day. There are four tracks, and the line is automatically signalled. Passengers must pay an extra fare to ride in this train, and are refunded a percentage of the extra fare in the event of the train being more than a certain number of minutes late.

The carriage of poultry on American railways is quite different from the methods in Victoria. Large consignments are carried in carload lots, specially constructed cars, holding thousands of birds, being used. Each car is in charge of an attendant, who accompanies

the birds on their two or three days' journey to their destination. He attends to their watering and feeding en route.

During 1924 12,000 carloads of poultry were transported to New York in this manner. The cars are owned by private concerns, and are run by the railway companies under special arrangements.

Another feature of special transportation service was the provision of cars for the carriage of milk in bulk. The tanks on these cars are lined with enamelled glass, and hold up to 3600 gallons of milk. On arrival at the city the milk is forced by compressed air from the car tanks to the glass-lined tanks carried on road vehicles. A mechanical agitator is used to stir the milk in the freight car tanks so as to ensure uniform quality when delivering from one tank to the other. Milk tank cars are just coming into general use in America. The milk companies usually provide their own, and are induced to do so by receiving a rate concession from the railroad.

#### U.S.A. Railways Conduct First-class Guest

Mr. Thomas pointed out that the Victorian Railways were only following in the footsteps of other noted railway companies by taking over the conduct of the Chalet at Mt. Buffalo. Railway companies in America maintain some of the best hotels in the country, among which was the Hotel Vancouver, controlled by the Canadian Pacific Railway.

During the course of the lecture several slides were exhibited to give those present an idea of the wonderfully fine passenger stations which have been provided in some of the larger cities. Among them were the Pennsylvania Company's terminal, New York; the Union stations at Kansas City, St. Louis, Chicago, Washington, and other places. They are called Union stations because they are used by the trains of two or more companies, who pay the expenses of running the station in accordance with their respective volume of traffic.

Mr. Thomas also touched on matters which he has previously dealt with in the "Magazine." At the conclusion of his lecture he was accorded a hearty vote of thanks.

*When you have read your copy of the Magazine, please pass it on.*

# The Romance of the Canadian Pacific

*One of the most inspiring railway stories is that contained in a book entitled "The Romance of the Canadian Pacific Railways," written by the Rev. R. G. MacBeth, an old timer who, in the early days, was associated with the Royal North-West Mounted Police, and who personally knew many of the early Canadian Pacific men.*

IT is a book throbbing with interest, telling of the difficulties which the early pioneers encountered in building a transcontinental line in Canada.

It is clearly shown in this book that "creation of traffic" is not new to the present generation, and that the C.P.R., once having established the line, set out to create traffic in every direction. Anyone reading this book is at once impressed with the wisdom of the campaigns which have been inaugurated in Victoria for the stimulation of primary production. Extensive advertising of the rich grazing lands was undertaken.

Advertisements directing attention to the merits of the railway, the primary industries, and "capitalising the scenery" by making a special bid for tourist traffic, were also freely used. As the author says, "Some of these posters, such as 'Parisian Politeness on the C.P.R.' and 'How High We Live, said the Duke to the Prince,' are somewhat belittled by smart, modern advertisers, but somehow they stuck in the memory of those who saw them, and that is the acid test of all advertising."

## Helping the Settler

Sir William (then Mr.) Van Horne, the president of the company, was a keen advocate for closer settlement, and formulated many plans to offset the dread of loneliness which prevented settlers from pushing out to the recently opened country. To quote again from the author:—

"There were flashes of humor in this grim fight for the settler. Mr. Van Horne was restively asserting one hard year that the grain buyers, who were paying only 35 cents a bushel for wheat, were practising highway robbery on the farmer. Mr. L. A. Hamilton, the company's Land Commissioner, said to him, 'Why not go in and outbid the grain buyers?'"

"The idea appealed mightily to Van Horne, and he sent Alex. Mitchell, a grain man from Montreal, to the West to organise an agency and offer 50 cents a bushel.

"No one knew that Mitchell was acting for the Canadian Pacific, but when he offered 50 cents a bushel, grain poured in on him till all the cars were full and bags of wheat were piled up along station platforms on account of the car shortage.

"Then the enemies of the Railway, who were on the lookout for chances to find fault with the Railway, and who, of course, had no idea that the Railway owned the wheat, attacked the company because it could not take care of the crop and ship it out of the country.

"These active enemies had photographs taken to show the congestion of grain at stations and on platforms along the line. Van Horne said nothing, but had these photographs bought up by scores and sent abroad

to show that the prairies were so productive that the Railway was caught unprepared to handle the enormous crop.

"All this was great immigration material, and a boomerang for the men who had gone to the expense of getting the photographs."

So popular and universally known are the letters "C.P.R." that there has been a general popular tendency to use them without authority for commercial advantage. Behind the letters there has come to be a guarantee of value and efficiency which traders of various kinds have been quick to see.

The company had to put a stop to this monographic proclivity on the part of the public, lest the practice of some should lower

*I believe in the stuff I am handing out, in the service I am working for, and in my ability to get results.*

*I believe in working, not weeping; in boosting, not complaining; and in the pleasure of my job.*

*I believe that a man gets what he honestly goes after, that one deed done to-day is worth two deeds to-morrow, and that no man is down and out until he has lost faith in himself.*

*I believe in to-day and the work I am doing, in to-morrow and the work I hope to do, and in the sure reward that the future holds.*

*I believe in courtesy, kindness, in generosity, in good cheer, in friendship and in honest competition. I believe there is something doing somewhere, for every man ready to do. I believe I'm ready—right now.*

their reputation for efficiency.

An Irishman, who ran what he called "The C.P.R. Barber Shop," received a note to desist from the use of the famous letters.

He replied: "I don't want no lawsot with your big company. The letters on my shop don't stand for your ralerode, but for something better. I left a mother in Ireland. She is dead and gawn, but her memories are dear to me. Her name was Christena Pearson Riordon, and what I want to no is what you are going to do about it."

"To prosecute that man under the circumstances would be a sort of sacrilege," says the author of "The Romance of the Canadian Pacific," "and so the company let it go, secretly doubting the witty story, but rather pleased that the repute of the company made it worth while to use the letters and write the legend about their origin."



*Railwaymen make clocks at Newport Signal Shops. Here is Signwriter F. Hughes putting the finishing touches to the dial of an electric clock.*

## Big Truck Building Programme

TO cope with the growing demand for more trucks, the Victorian Railways Department is about to commence its biggest truck building programme since pre-war days. A total of 570 trucks will be manufactured in the departmental workshops, and delivered before the end of 1927, in addition to a programme of 380 trucks at present under construction.

The following are details of the type of trucks to be constructed:—

Designation.	Number.	Tonnage.
"I" (Gondola) ..	350	40 tons
"U" Louvre . . .	100	30 tons
Sheep . . . . .	50	Bogie
Cattle . . . . .	50	Bogie
"Z" Vans. . . . .	20	

Work on the 350 40-ton trucks will be started at once, and it is expected they will be finished in time for the next harvest.

The work will be so organised as to ensure that the workshops will be kept at full capacity until the programme is completed.

In addition, the Department at present has under construction, and will place in commission before the end of this year, 350 20-ton "I" trucks, and 30 26-ton QR trucks, making a total of 950 new trucks in commission at the end of 1927.

This addition to the Railway Rolling Stock of the State should do much to relieve any shortage, and meet all demands for several years to come.

## A Human Side to Railway Work

**H**UMAN interest is woven about almost every railway activity, but what we have more particularly in mind just now is the daily drama at each of the two great metropolitan stations—Spencer Street and Flinders Street—where hundreds and thousands of people have their exits, their entrances, and where, also, there are saints and sinners, the decent people and the predatory, the pigeons and the hawks, and the innocent young folk from the country who have come to town as to a great adventure.

The Travellers' Aid Society has its agents on the stations; good, experienced women, who safeguard women, girls, and boys from the many dangers to be met in travelling.

In presenting the last annual report the general secretary (Miss Nest Malcolm) remarked that from October 1, 1924, to June 30, 1925, 5784 trains and 191 boats were met; 2732 travellers, comprising 17 nationalities, were definitely helped, and 2889 incidentally assisted.

A little girl of 7, travelling alone from Sydney to Perth, a distance of 2761 miles, with an assumption of independence, checked her own baggage—a very small tin trunk, large doll, sunshade, travelling rug, hat box, and luncheon case—and ordered a hot pie. A telegram from West Australia announced her

safe arrival, but there had been perfect confidence in her doing so.

A final inspection of one of the trains revealed, peeping out from under the seat, two small boys with grimy faces, who put the question in a guarded voice, "Is this Melbourne, Miss?"

In the bustle of arriving and departing trains, the Helpers stand alert, waiting for a chance to avert tragedy, or to help in any travel emergency. Many miles a day are covered going from platform to platform. They work cheerfully at unusual hours, and in trying weather.

One Helper, who found that the six languages at her command were not sufficient for her needs, is now learning Italian.

Special services were rendered to a grief-stricken mother, who stepped out of a train; a country mother, bringing her three small totally blind children to the asylum; a girl of 20 under the influence of drink; a helplessly paralysed girl; a young woman from a long-distance train, whose immediate admission to the Women's Hospital was imperative; a man, his wife, and eight children arriving at 11 p.m.; an elderly man and boy, who could not speak English; and innumerable burdened mothers and confused travellers.

The hearty co-operation of Railway officials in all this humane work is specially recognised by the Society.

# Railway Policemen Have Interesting Experiences

Police Sergeant Kelleher, of Clifton Hill, was until recently senior constable at Spencer Street Railway Station, receiving his pay from the Railways Department. He had plenty of interesting experiences during his five years' sojourn at the station, and in the following interview chats breezily of the work he performed there.

**SERGEANT KELLEHER?** Yes, sir, that's me. Come right in and sit down.

**"What's that?"** Oh, no, I wouldn't say I'd been at Spencer Street for a long time. I represented law and order at the station for more than five years. Still, even that makes me senior to Mr. Clapp, at any rate, doesn't it?

**"And the traffic has increased amazingly during that recent period. I remember when I first came to the station, we'd have about 30 motors up for the interstate trains. Now, of course, we'd wonder what was wrong if there weren't 130.**

**"Those were the days of cabs, when about 50 or 60 individuals used to meet the trains with raucous shouts of 'Keb, sir, keb?'"**

**"I think one of the biggest improvements the Department ever effected at Spencer Street from the traffic point of view was the removal of the old iron fence fronting the street and the erection of the open wire fence. Before that was done it used to be impossible to see vehicles coming out of the yard until they were right on top of you.**

**"Excitement?"** Oh, no—nothing out of the way. Now and again I might have trouble with a drunk—it's a peculiar thing but a big railway station always seems to attract drunks and lunatics. I couldn't tell you any stories that would make your hair stand on end, though.

**"We used to have a hard job sometimes getting fares from foreign sailors who had joined the train at Williamstown without a ticket. Many of them couldn't speak English, or said they couldn't, and I would take them into the office and try to break it to them that they'd have to part with some of their cash.**

**"There was one burly Swede who was held at the barrier one evening without a ticket. He had a suitcase under his arm, but no money at all, and he just flapped his arms, shook his**

head, shut his eyes, and gabbled excitedly when I took him to task in the office. I guessed that he knew quite well what I wanted, and so I just commandeered his suitcase and told him sternly to go up to his consul and get a shilling for his ticket.

**"He made a noise like water running out of a bath, and pointed to his suitcase. I informed him, very gently but very distinctly, that I was going to take care of the case until he came back with the money. It was marvellous how quickly he understood me when he realised I meant what I said. He was back like a shot with his fare.**

**"And then there was the sailor, slightly inebriated to say the least, who suddenly discovered as his train was crossing the viaduct over the river that he was going the wrong way, and who straightaway jumped out into the Yarra and swam ashore.**

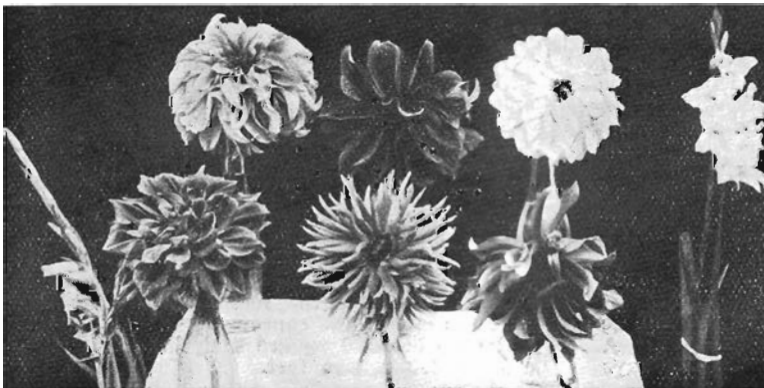
**"Of course, I wasn't stationed at Spencer Street Station all the day. Escort work formed a good portion of my job. I reckon that I have escorted more money from the big offices than any other policeman.**

**"We might have as many as 30 bags of silver, each containing £100 and weighing 24lb., on the one trip—or about 7 cwt. of silver alone.**

**"Formerly, the whole of the cash used to go to the Bank of Australasia, but after a while the tellers didn't relish counting all the silver, and now the Railway supply is distributed over five banks.**

**"No, there were never any Ned Kellys about, and the only hitch we ever had was when a bag of silver might occasionally burst open.**

**"However, these are all things of the past now. I had an interesting time at Spencer Street, and although I received promotion I was sorry to leave all my old pals at the railway station."**



*Gardening is an interesting hobby adopted by many railwaymen. It would be hard to describe at length the many varieties of form and color of dahlias grown by Chargeman Charles Webber, of Stawell, whose garden is laid out with a dignified simplicity, that provides a picturesque setting for his dwelling.*





*Some people have all the luck. When Mrs. McLay, wife of Mr. S. McLay, S.M., at Korong Vale, bought a ticket in the St. Vincent's Hospital raffle for a Buick car she did not expect to win it. But here it is—now her very own.*

## See that Fragile Articles are Properly Packed

*While there is an obligation upon consignors to securely pack their consignments, a duty also devolves on station staffs to ensure that articles of a fragile nature, and upon which the fragile rates are paid, are securely packed and protected before being accepted for despatch.*

**A**N instance of lack of care came to notice recently when a porcelain wash basin enclosed in a hessian bag was accepted for transit. In such a flimsy covering it is little wonder it was broken.

Inquiries disclosed that the basin had been freighted at the fragile rate. In the circumstances, and in view of the fact that the porter at the despatch station had neglected to see that the basin was properly packed, the Commissioners had no alternative but to pay the claim.

The lesson in this case is obvious—articles of a fragile nature improperly packed and protected should not be accepted. In this particular case the wash basin should have been cased.

Attention at the forwarding station to the need for adequate packing of articles of a fragile or brittle nature will do much to reduce the number of claims made upon the Commissioners each year.

Hundreds of articles may be classed as fragile, and staffs should exercise their discretion and keep in mind the interests of the Department at all times. They should act as if they themselves were accepting financial responsibility for the safe carriage of the articles.

Articles which may reasonably be classified as fragile include such things as marble ornaments, statuary, musical instruments, furniture or toys. Articles simply covered with canvas or paper or in frail skeleton frames should be treated as unprotected.

The staff should impress upon the public at all times the need for safe packing. Cases should be used where possible, and consignors informed that the Commissioners will not be liable for damage to any articles of a fragile or brittle nature which are more than ordinarily habardous unless they are declared in writing and properly packed and protected.

## Alterations at Spencer Street Station

*Extensive alterations and improvements to facilities for the public and the railway staffs at Spencer Street station are being carried out. The cost will be between £20,000 and £25,000.*

**F**OR some time traffic to the outwards parcels office at the southern extremity of the station has been congested during the busy periods.

The number of vehicles in the afternoons, when goods for the country are being despatched, has become so numerous that, while it is a difficult matter to approach the despatch office, it is almost impossible to gain an exit. The alterations will improve the position considerably.

The Lost Property Office will be moved from its present site to one at the rear of the station, and the space it occupied will be utilised to extend the Parcels Office yard. A part of the spare area near the Railways

Offices will also be used, and a road will be built round the rear of the Parcels Office for the conveyance of luggage, without interfering with passengers making their way to platforms. This road will be 220ft. long and 62ft. wide.

The new Parcels Office will have an area of 17,700 square feet, as compared with the existing 10,200 square feet.

The Ambulance Offices, which are at present on No. 1 platform, will be given quarters at the rear of the Outward Parcels Office. The new building will be of two storeys, the upper being occupied by the Railways medical officers, and the lower by the ambulance staff.

The demands on the refreshment services have also increased of late, and it has been decided to extend the rooms situated at the southern end of the concourse; the floor space will then be 3200 square feet, instead of the present 420 square feet.

# “Have Your Tickets Ready, Please!”

To the average railway traveller this injunction is familiar, so much so that it is often not heeded. This article stresses the importance of ticket checking, shows how travellers may assist the railway staff, and also points out the importance of handing up tickets at the completion of a journey.

(By Mr. Geo. Johnson, Chief Ticket Inspector, Victorian Railways).

SOME people make fun of the slogan “Help Us to Help You,” but there is behind these words a wealth of meaning so far as the collection of railway tickets is concerned. Tickets promptly handed up facilitate the movement of passengers, and every ticket returned helps towards more accurate accounting records.

The average traveller does not know that every ticket issued to a country station and uncollected is a black mark against the staff of that station. In fact, some travellers, when this has been pointed out to them, have expressed great interest, and now make it a point of honor, in order to keep up the reputation of their station staff for efficiency, to hand back their ticket.

Some people think that these tickets are of no value, but in an immense organisation like the Railways Department every little thing counts, and even the small piece of pasteboard which is the passenger's passport for the journey has a definite place, and must be accounted for.

## Passengers Err Through Ignorance

The railway staff can do much to help themselves in this matter by bringing prominently under the notice of travellers the importance of handing tickets up. Most passengers who do not hand up their tickets or who purchase a ticket and then travel by other means retain the ticket purely because of ignorance. Make the position plain to them and the staff will have very little trouble thereafter.

This may be brought to notice in various ways. The local press would not be averse from publishing the information as an item of news, or a small neat notice might be displayed on the platform or in the waiting room.

Sometimes people have two tickets for the one journey. For instance, a passenger holds the return portion of a Melbourne to Tooradin ticket. His business takes him on to Nyora, whence he purchases a single ticket from Nyora to Tooradin, but does not alight from the train, as he has the return portion of the other ticket with which to continue his journey to Melbourne. Unless the Nyora to Tooradin ticket is handed up to the staff it is lost, and is a black mark against Tooradin because it is missing in the list of Tooradin's collections.

This matter also affects the collecting staff, who should, when checking return portion of a Melbourne to Tooradin or other ticket, notice that it did not bear a check nip, which indicates that the passenger had not joined the train at Tooradin, and possibly holds a short-booked ticket for some other station. The checker should then question as to where the passenger joined the train, and ask him to pro-

duce a ticket for that portion of the journey.

Station staffs should keep before them the fact that uncollected tickets are a black mark against them, and they will then do much to reduce their percentage of uncollected tickets. This is a matter in which the staff can definitely obtain the co-operation of the public.

The need for the collection of tickets in the metropolitan suburban area is just as important as in the country. For instance, a person has a periodical ticket, say, from Glenferrie to Melbourne. On the return journey he wishes to travel on to Box Hill, and obtains a return suburban sundry service ticket for the journey from Glenferrie to Box Hill. On returning to Glenferrie, after having travelled to Box Hill,

## VICTORIAN RAILWAYS.

### TICKETS.

**PASSENGERS ARE COURTEOUSLY REQUESTED NOT TO HOLD OR DESTROY USED TICKETS, BUT TO HAND THEM TO THE STATIONMASTER OR OTHER OFFICIAL AT THE STATION WHERE THEY ALIGHT. THE STATION STAFF ARE DEBITED WITH ALL NON-COLLECTED TICKETS, AND WOULD APPRECIATE YOUR CO-OPERATION TO ENABLE THEM TO SHOW GOOD COLLECTION RESULTS IN THIS RESPECT.**

**HELP THE TICKET CHECKER. PRESENT YOUR OWN TICKET AT THE BARRIER. DO NOT LEAVE THIS TO YOUR FRIEND.**

**HELP US TO HELP YOU.**

Some Stationmasters have helped to bring the need for the return of tickets before the public by displaying a neat notice as above.

he may pass out of the barrier there on his periodical ticket, but the sundry service ticket should be given up.

These sundry service tickets should be collected. Passengers frequently retain them. On one occasion a lady passenger was apprehended travelling irregularly on an out-of-date sundry service ticket, and it was found that she had 29 expired sundry service tickets, some of them nearly six months old, in her possession.

Discarded tickets thrown away by passengers are a temptation to dishonest persons to use them again and defraud the Department. For this reason alone all tickets should be collected.

In the interests of our own self-respect and regard for efficiency, we should take a grip of this ticket checking business. The public respects the man or the organisation which does its job strictly and impartially. Travellers respect us when they know that we are keen

# Fruit Propaganda Yields Good Results

Activities of the Victorian Railways Department with regard to the "Eat More Fruit" campaign are not confined to the writing of slogans. The Department has backed up its faith in the fruitgrowing industry as one of the principal primary industries of the State by creating and developing avenues for the stimulation of the sale of fruit to the public.

THERE are at the different railway stations 15 special fruit stalls staffed by the Railways Department, in addition to the fruit stands leased to local residents. All kinds of fruit in season of good quality are sold at these stalls. Fresh and dried fruit is also sold at each Railway Refreshment Room.

During the last 12 months fruit to the value of approximately £30,000 has been sold at the Railway Stalls and Refreshment Rooms.

Of this large quantity of fruit, approximately 15,000 cases were different varieties of citrus, while the remainder comprised about 24,000 cases of other fruits besides a large miscellaneous quantity of soft fruits.

Of the citrus fruit sold, about 20 per cent. was utilised in the fruit juice extractors.

In addition, a large quantity of fruit was consumed in the Refreshment Rooms and Dining Cars.

There are 25 fruit juice extractors in use

at the metropolitan railway fruit stalls and at the stalls located at important stations. This number will be considerably increased before the next summer season starts.

The Railways Department has taken a prominent part in special efforts to assist the fruitgrowers. For instance, during "Peach Week" 70 tons of Elberta peaches were sold on the railway fruit stalls, for which the Railways paid to the growers £1017. During this campaign 3890 cases of Elberta peaches were disposed of by the Railways. These would probably have been left on the growers' hands if it had not been for the assistance of the Railways.

In addition, the Railways by means of pamphlets, posters, and other publicity matter, kept constantly under the notice of the public the benefits to be derived from a liberal consumption of fruit.

on ticket checking and collection.

Not only should we endeavour to collect tickets, but also to detect persons travelling without tickets.

Instances are daily coming to notice of attempts to defraud the Department. Only the other day a ticket checker discovered youths passing a ticket through the railings at Flinders Street Station to enable two to pass through the barrier on one ticket.

Alertness on the barriers will prevent many discrepancies. If the man on the barrier is not keen, anything may happen. He should take the ticket from the passenger's hand to nip it. It is on record that passengers using a ticket which has been previously nipped have held the ticket with the fingers over the previous nip.

So far as country tickets are concerned, a dishonest passenger has a motive in not desiring a ticket to be nipped at all, because on such a ticket they have been known to claim a refund from the Department, alleging that it has not been used to make a journey.

Dishonest travel on the railways represents a considerable sum every year. This sum added to the revenue would assist the Department to adjust its finances. That considerable revenue must be lost because of offences against the by-laws is shown by the fact that there were 4295 offences detected in the first three months of this year. The detailed figures are:—January, 1391; February,



*Signal Adjuster R Gray of Benalla with his Assistant J. T. Russell and Electric Fitter-in-Charge L. J. Ogden.*

1474; March, 1430. It should be noted that these are the offences which were detected; how many more there were cannot be judged; but the fact that, with a limited special checking staff, these offenders were brought to notice reveals that many people endeavour to travel dishonestly, and thus defraud the Department.

Although the activities of the special checking staff have been reduced by an equivalent of 10 men, this number of by-law offences detected in three months indicates some of us are not "on our toes" with regard to this ticket checking job. We should be out for 100 per cent. efficiency.

If a dishonest traveller succeeds in one attempt to avoid payment of a fare, it encourages him to try again. It is offenders such as these that we must detect in the interests of honest travellers who pay full fare for every journey undertaken.

Let your friends in the big Railway Family know, through the Magazine, of your progress.

# Two More Victorian Railwaymen Return from America

After eight months in the United States and Canada, Messrs. W. Grimshaw, one of the Workshops Foremen at the Schedule Office, Newport, and W. R. James, Sub-Foreman Boilermaker, have returned to Victoria. They were sent abroad by the Commissioners to study workshop methods in other countries, and the experience and knowledge they have acquired should prove of great benefit to themselves and the Department.

"IT was a wonderful education," said Mr. Grimshaw when briefly outlining some of his and Mr. James's impressions on their return. "We visited most of the big railway workshops in America and Canada, and were attached for three months to the Southern Pacific Company.

"Fine co-operative work is performed by the workmen at the Sacramento Shops. These workshops employ 5000 men, and are about as big as the Newport Shops.

"As in most of the concerns we visited abroad, team work was a great feature at Sacramento. Conferences of the different foremen are held frequently, records are compared and analysed, and a healthy spirit of rivalry prevails.

"Pneumatic equipment is installed wherever possible, and you see very few hammers and chisels about.

"Electric welding has been brought practically to a fine art."

The two Victorians spent a month at the Southern Pacific Workshops at Los Angeles, and were much impressed by the San Bernardino Workshops of the Santa Fe system.

"The company aims at converting this shop into a model one," explained Mr. James. "The lighting is splendid, all the walls are of green glass, and the shop is specially heated. They have a very fine roundhouse there, too."

## Spray Paint a Car in 18 Minutes

The engineering headquarters of the Santa Fe system are the Topeka Workshops, and here Messrs. Grimshaw and James found much to interest them. At Topeka two men can thoroughly spray paint a passenger car in 18 minutes, and varnish one in nine minutes. They make a sound job of it, too.

The Illinois Central Company is shortly to convert the greater portion of its steam services to electric traction, and at the famous Pullman works the attention of the visitors were naturally attracted by the electric rolling stock which is being constructed there for the Illinois railways.

The carriages are of steel, and have much the same appearance as the Victorian cars. Their roofs, however, are constructed entirely of aluminium plate.

In preparation for electrification, the Illinois railroad is at present re-laying some of

the tracks with 110lb. rails.

"It's remarkable what they are doing with steel castings at the Commonwealth Steel Works," said Mr. Grimshaw. "Cast steel is being used for platform ends of passenger



cars and loco. frames for the Santa Fe, and bogie frames also are made in one complete piece of cast steel."

Other workshops which were visited were the Albuquerque shops (Santa Fe), the Silvis (Chicago-Rock Island), and the Pennsylvania Railroads at Altoona and Juniata. The Altoona shops are the largest railway workshops in America. Eight thousand men are employed there, and in the past as many as 12,000 have been on the pay roll.

In Canada the fine workshops at Angus, Montreal, and the magnificent mahogany cars on the Canadian Pacific Railway were much admired.

Mr. James and Mr. Grimshaw are full of appreciation of the courtesy and hospitality extended to them during the whole of the trip.

"The Americans and the Canadians have no secrets," said Mr. Grimshaw. "Their desire to help us in any way they could was most marked wherever we went. 'Now just tell us what we can do for you,' was the invariable welcome we received at every workshop and office."

"Yes," agreed Mr. James heartily. "All the companies without exception seemed to vie with one another to make our stay as pleasant and profitable as possible."

Both Mr. Grimshaw and Mr. James will write articles for coming issues of the "Magazine" on the special matters which engaged their attention most while they were abroad.

# Minimising Claims Inspires Public Confidence

Perhaps a better caption for this article would have been "Build Goodwill by Better Service," but, having caught your attention, further explanation can be made hereunder.

(By Mr. P. A. Fankhauser, Assistant Claims Agent.)

**I**N a recent weekly notice to the staff, suggestions were invited how to minimise claims. This is a matter in which every railwayman is concerned.

Goodwill in transportation is built up on satisfactory service, that is, carrying goods promptly and safely, and delivering them promptly at the end of the journey. Satisfied customers will give us more goods to carry, and will tell others of their satisfactory experiences, thus building up that intangible and most important asset, goodwill.

On the other hand, goods delayed in despatch, in transit, and not delivered, and goods damaged or stolen in transit, create dissatisfied customers, and cause ill-feeling and reduced revenue. People cannot afford to give us goods to carry if they cannot trust us to carry them safely.

Not much thought is needed to understand how this affects every railwayman. More goods to carry means more hours work and a bigger pay sheet means contentment to a greater number of employes and their dependents.

## Suggestions Which Have Helped

"Claims Prevention" is not the best description of the movement which the Claims Prevention Committee, just constituted, hopes to see extended rapidly. It would be better to call it a movement to build goodwill by better service, and in order to encourage railwaymen and customers to help, I will mention a few of the suggestions put into effect already.

Every transportation man knows the trouble caused by goods damaged by rain water. It was the stringy bark saplings padded at the top with bagging which suggested the more elaborate, but effective wooden tarpaulin standard used to-day with such success. It was an appeal to the Melbourne Goods Foreman which resulted in the "Burns" stanchion, with which many of the 16-ton "I" trucks are equipped, being devised for stretching tarpaulins.

These two suggestions have cut the claims bill for damage enormously, and only station-masters and country customers know the trouble and bitterness it has taken out of their relations with each other.

Of late years manufacturers have made seed drills, which can not be loaded across trucks, but have to be loaded lengthwise. The first season damaged seed drills were lying at many stations. A suggestion to a goods foreman that he devise a frame to lift the wheels

onto something, which would enable them to ride safely over the uneven floors of trucks, resulted in the manufacture of the wheel cradles now used, and further experiments enabled him to devise the hardwood stays fastened to the wheels, which hold the machines rigid. The result is that damage to drills has almost been eliminated.

It was found that the location of damaged eggs in cases was mostly at the top, or in the corners at the ends, and the consignments showing the most damage were those packed solidly in chaff.

## Less Broken Eggs Now

Every jar the case got went right through it, and the problem was to counteract the effect of the jar. Hollow packing was tried, the best leatherboard filler obtainable was procured, and eggs were sent trips over the lines in cases padded at the tops and bottoms with woodwool, but with no packing whatever in the leatherboard fillers with the eggs themselves. The result was less than 1 per cent. of cracks and breaks.

This system of packing has been used by one Melbourne firm exclusively since, and its record for the past 12 months in breakages and cracks has continued to be less than 1 per cent.

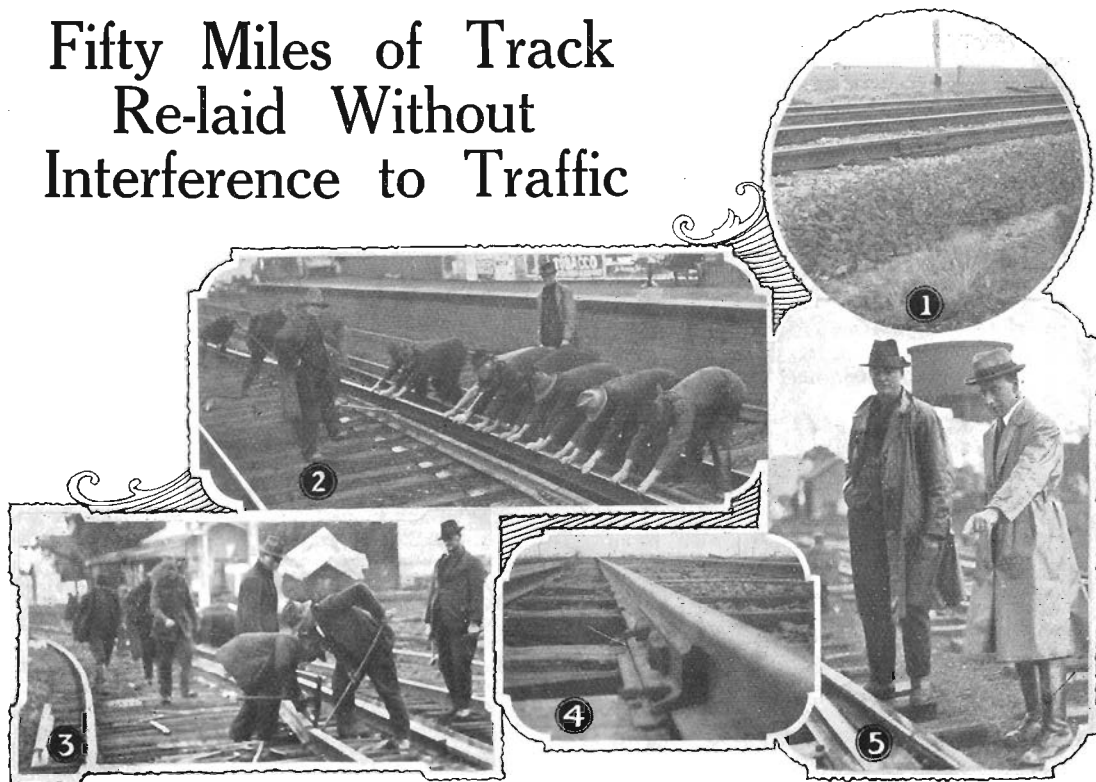
So satisfied is the Claims Agent with this method that he will pay for any greater percentage of damaged eggs so packed.

## Find the Reason Why Goods are Damaged

Everyone of us must know a better way of transporting the articles we see damaged. For curiosity's sake, if for no other reason, we find out for ourselves why goods are delayed. When we find thieves systematically stealing certain commodities, we speculate on and discuss one with the other, the point at which it is being done, and we form pretty accurate conclusions, but we do not go far enough and let the administration know our conclusions.

Many useful suggestions from the men actually handling goods have been received, and opportunity is now given to every railwayman and railway customer to effect improvements by taking advantage of the invitation given by the Betterment Board to submit claims prevention suggestions.

# Fifty Miles of Track Re-laid Without Interference to Traffic



1. View of completed track, showing depth of ballast. 2. Pulling out the old rail at Wallan station. 3. Placing the end of the new rail length in position. 4. Improved type of joint and bridge plate which is being used throughout the whole of the relaying operations. 5. The Engineer-in-charge (Mr. W. O. Brown) discovers something to interest Special Ganger H. H. Charman.

In preparation for the running of the "Pacific" locomotive, 200 men are re-laying the track between Broadmeadows and Seymour. The job—the biggest of its kind tackled in recent years—is being carried out speedily and efficiently without any interruption to traffic.

QUITE a lot of activities are included in the simple term "re-laying."

In this case not only are the old 80lb. 31ft. 9in. rails being replaced by 90lb. 45ft. rails, in order to permit of the passage of the heavy "Pacific" engine at a high speed, but re-sleepering is being performed with closer space between the sleepers, an improved type of rail joint has been introduced, and the track is being lifted an average height of 3in. with broken stone ballast.

Operations were commenced at Broadmeadows towards the end of February, 50 miles have been re-laid up to the present, and the intention is eventually to carry the work right through to Albury.

When completed, the track, which is to be anchored throughout, to prevent rail creep, will be equal to the best in Australia. The old 80lb. rails have been in service for 26 years.

A feature of the work is the steady pro-

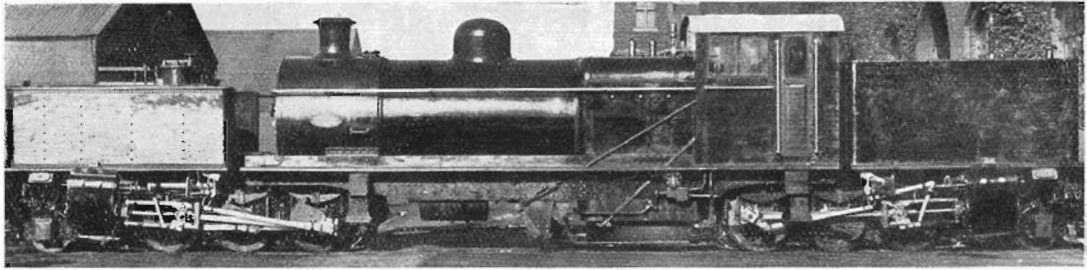
gress that has been maintained without the slightest interruption to traffic and in spite of bad weather conditions.

The Way and Works men are camped at various stations along the track, two gangs being engaged on re-laying work and five on re-sleepering and track lifting, while a final ballasting gang brings up the rear, putting the finishing touches to the job.

A plant train delivers the 90lb. rails from ship side to the scene of action, where they are laid out and linked together by the side of the old rails which they are to replace. The dog spikes of the old rails are loosened, and as soon as a train has passed and an interval of at least 20 minutes occurs, the gangs get to work.

The old rail is removed, and, while it is being dragged from its resting place by half the gang, the remainder of the men are busy bridging the gap with the new rails.

By this system a quarter-mile length of



Soon after arrival in Victoria on the S.S. *Ferndale* at the end of April, the two Garratt locomotives for the narrow gauge lines were assembled at Newport Railway Workshops. Here is one of them ready for the road. (See *Letterpress*, pages 38 and 39.)

## Railway Leader Gives Ten Reasons Why People Fail

ONE way to win success is through knowledge and avoidance of the causes of failure. Consequently ten reasons "Why People Fail," given by a leader in railway operation in America are of interest.

He was asked to give his views as to why people fail. In granting the request, he said:

"I doubt if I can add anything at all to the sum of human knowledge as to why people fail, but I can repeat some of the things which in one form or another have been made familiar to every person who is able to read.

"As a matter of fact, I sometimes think there is too much preaching on these subjects, and that a good example exerts about the only influence that has very much weight.

The reasons for failure are as follows:—

1. Lack of sustained industry.
2. Failure to save systematically, which means lack of thrift.
3. Inability to concentrate, which is merely a bad habit of mental laziness or lack of intensive mental industry.
4. Failure to follow through. In business a good many people seem unable to reach a destination.
5. Inability to distinguish the relative importance of subjects that constitute one's work.

rail can be re-laid inside 20 minutes.

The ballast is delivered in 40-ton hopper trucks from quarry to job without man-handling, except the final dressing.

One thousand tons of material—rails, ballast, sleepers, and fastening—are required for every mile of track that is re-laid, and there is not the slightest waste of the old material. The displaced sleepers will be re-used on narrow gauge lines and as railway fence posts, and active but less strenuous employment will be found for the old rails, bolts and fishplates on lines where the traffic is not so heavy.

Special arrangements were made for the accommodation of the gangs, and at various places along the track little settlements have sprung up. The men provide their own meals and do their own cooking, and the Department supplies them with tents, flies, and stretchers.

An allowance of 2/6 a day for seven days a week is drawn by all men on the job.

Many men who are masters of detail in the end become mastered by detail—and detail is nevertheless of the highest importance.

6. Likewise business masters many men instead of men mastering business, with result that they are unquestionably on the defensive, always using only that which comes to them where with broader vision they might seek and find more worthwhile.

7. Business success is based absolutely on the strictest honesty, intellectual as well as fin-

### WRITING TO THE EDITOR.

*Into every man's life at some time or another comes the impulse to "write a letter about it." No doubt this same impulse has been aroused from time to time as you have read the Victorian Railways Magazine.*

*Every month more than 13,000 copies are distributed among the 29,000 railwaymen in Victoria. In such a group, representing possibly more varieties of occupation, types of mind and ideals than is catered for by any other publication, there are bound to be many interesting differences of opinion.*

*You, as a reader, have, no doubt, experienced them and have thought, "I must write and tell the editor about that," but the impulse seldom becomes more than that, and it is put off until finally your interest in the matter is forgotten.*

*Don't pass by that impulse the next time it comes. Sit right down while the idea is still fresh in your mind and "write to the editor about it."*

ancial. He who deceives, dissembles, evades, or seeks to "put one over" merely places obstacles in his own path of work on his road to success.

8. Procrastination is a thief of success, perhaps the greatest thief of all.

9. Ill-health, physical and mental, often self-cultivated, makes for failure.

10. The round peg in a square hole is a misfit that should be remedied.



*The Ladies' Committee of the Benalla Country Centre Area is doing excellent work for the members of the Institute at that centre. This picture shows all the Committee, with the exception of Mrs. Williams, who was absent on holidays when it was taken.*

## Commonwealth Railways Investigating Diesel Electric Locomotives

Owing to the highly mineralised water which usually has to be fed to the boilers of the locomotives on the Australian Transcontinental Railway, the cost of boiler repairs is excessively high.

FOR instance, the life of a locomotive boiler on the Victorian railways is from 25 to 30 years, but on the Transcontinental railway the boiler is generally condemned in nine years.

For some time the Commissioner of the Commonwealth Railways, (Mr. N. G. Bell) has been considering the advisability of using, in place of the ordinary steam locomotive, either internal combustion locomotives or steam locomotives fitted with condensers.

Several condensing locomotives have been constructed in the last two or three years in Britain, and the consulting engineer of the Commonwealth railways (Mr. Rustat Blake), who is now in London, is collecting all available data concerning them, and the services of experts are being employed to collect in the United States similar data concerning the Diesel-electric locomotives which are rapidly coming into favour in that country.

Mr. Bell said recently that, from the information at present available, he was inclined to favour the Diesel-electric locomotive. He explained, however, that if turbo-condensing locomotives were adopted they would, at any rate, eliminate all troubles connected with the feed water, for at the terminals it would be possible to fill the tender tanks with 2000 gallons of rain water. The exhaust steam

would be condensed instead of being allowed to escape into the air.

There would be some waste, but the run of 1050 miles could be made without replenishing the tanks. By means of this type of engine the boiler, being fed with pure water, would have a very long life, instead of a very short one, and the costs of maintenance would be only a fraction of what they are at present.

An objection to the Diesel-electric engine is the very high first cost. The price quoted for one developing about 1000 horse power would make it cost about £30,000 landed in Australia.

Mr. Bell thinks, however, that owing to its greater economy—its thermal efficiency is about 33 per cent., compared with the 8 per cent. of an ordinary non-condensing steam locomotive—the expenditure might be justified.

It had been suggested, he said, that the department's own officers should be sent to the United States so that they might obtain first-hand information about the Diesel-electric motive power which is giving such remarkable results in that country, but this, he added, was a matter for the Federal authorities to decide.



# What the Victorian Railways Do For Education

Apart altogether from providing one of the greatest means of education—that of travel, the Victorian Railways help the cause of education by making possible the wide distribution of newspapers, magazines, and other forms of educational matter. In addition, very generous fare concessions are granted to scholars who use the trains on their journeys to and from school.

WHEN 15-year-old Henry Johnson, of Bairnsdale, won a scholarship entitling him to free tuition at a Melbourne High School, there was, naturally, much elation in the Johnson household.

Even Mr. Johnson, Senior, rendered rather pessimistic by repeated misfortunes and disappointments, admitted cautiously that there "might be no harm in it."

"Just our luck, though, to be living so far from Melbourne," he pointed out gloomily. "Look what it'll cost to get Henry up to the city."

The local stationmaster soon disposed of this difficulty, however. He explained that the Victorian Railways Department encouraged the brilliant scholar by providing special concessions for country scholars desirous of enrolling at a metropolitan school.

"Let me see, now," he said, busying himself with paper and pencil. "Yes, your son can go to Melbourne for 7/2. The ordinary single fare is £1/1/5."

And when young Henry's vacation arrived, he discovered that there was another generous concession awaiting him on the railways.

He was issued with a return ticket to Bairnsdale, available for the period of the vacation, at two-thirds of the ordinary single fare. Had he been 16 or over, he would still only have been charged ordinary single fare for his return ticket.

As it was, his ticket cost him 14/3 instead

of £1/15/10.

These two concessions are typical of the encouragement and assistance which the railways give to State education.

Country school children, between the ages of six and sixteen, travelling to school, are charged a whole 2d. for a day return ticket for a journey of six miles. If the distance to the station nearest their school is more than six miles or anything up to 12 miles, 4d. is sufficient to see them there and back.

When this particular concession is desired, the Department of Education makes formal application to the Railways Commissioners.

Railway employes' children at country towns where there is no school are granted monthly tickets free to the nearest State School.

Then there are liberal concessions on periodical tickets for students in the suburbs and country districts.

In the suburban area, male students under 18 and females of any age, receive periodical tickets at half-fare, and males over 18 at two-thirds fare.

## School Facilities for Country Children

In the country, half-fare, less 15 per cent., is exacted from males under 18 and females of any age, and two-thirds fare for males over 18.

If country children are attending a school away from home, they can secure a week-end ticket at half holiday excursion rate, less 15 per cent., to enable them to spend a Saturday and Sunday at home. If they are more than 18 years of age, two-thirds holiday excursion rate is charged.

Further, those State school children who wish to attend a special Sloyd, cookery, sewing or swimming class are charged only a nominal rate for railway travel from their home station to the centre where those classes are held. Children of 16 pay three-farthings a mile, and older ones a penny half-penny.

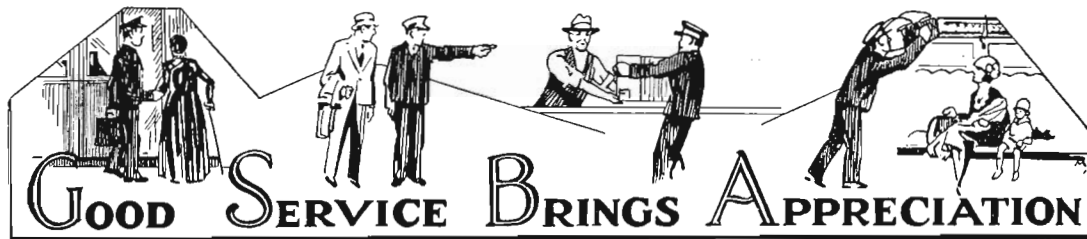
Special cheap rates are also granted for the carriage of newspapers and magazines by passengers train.

Papers and supplements, including periodicals published at intervals of not more than one month, are charged only one-quarter of the ordinary parcels rates. This concession applies to returned newspapers also.

Single copies of newspapers can be forwarded any distance by rail on payment of the humble sum of one penny, while exchange newspapers (single copies from one proprietor to another) are carried without any charge at all, free conveyance being also granted despatches from newspaper correspondents.



Line Foreman J. Newton, sitting in front, and Repairer C. H. Salt, who are responsible for a section of the Hawkesdale-Koroit-Hamilton line. Mr. Salt's small son, Lennard, could not resist being in the picture with his dog, Darkie.



WE feel we must just write a few lines and thank you for your kindly attention to us with our luggage yesterday. We did appreciate it very much, and we arrived home safely with it all—**Misses B. Sawyer and E. Shafstein, "Rivernook," View-street, Mornington, writing to Stationmaster, Hawksburn.**

I DESIRE to bring to your notice the courtesy and efficiency of the railway personnel experienced during the camps at Seymour. The assistance rendered by your officials tended greatly towards the comfort of the troops, both en route to, and return from, camp. It is particularly desired to bring to your notice the assistance cheerfully (and at times, undoubtedly, at some inconvenience) given by Mr. Russell and his staff at the Time Tables Office; the Stationmaster and staff at Spencer-street, and the Stationmaster (Mr. Boyd) and staff at Seymour.—**G. W. J. Johnston, Major-General Commanding, 3rd Division, Victoria Barracks.**

I WOULD like to express my appreciation of the courtesy of a member of the station staff at East Camberwell (Mr. Langen). I left my attache case, containing a considerable sum of money, in the rack of the train by which I travelled from town. Mr. Langen not only spared no effort to recover the case, but late in the evening called at our house on his way home to let me know that it had been returned to East Camberwell.—**(Miss) Edith A. Nelson, East Camberwell, writing to Secretary for Railways.**

AT the conclusion of a very successful Easter Carnival, I am directed to convey my Committee's appreciation of the work of those in charge of the running of the special trains to Stawell on Easter Monday. All possible was done for the convenience and comfort of the travellers, and your officials showed a commendable desire to assist the efforts of the Club in every way.—**From H. Henderson, of Stawell Athletic Club, to the Chief Time Tables Officer.**

ON behalf of the widow and family of the late Fireman L. W. Brereton, who was fatally injured at Pomborneit, I desire to express my very sincere appreciation of the many kindnesses and courtesies extended to Mrs. L. Brereton and myself by the staff generally at Colac, and particularly the gracious acts of Mr. Jones, Stationmaster, and Driver R. Colcott. The kindly interest and assistance was of material benefit and a measure of consolation to me.—**H. Brereton, Secretary, Victorian Cricket Association, writing to the Secretary for Railways.**

DURING the recent bush fires, which devastated areas of forest land and private property in the Whittlesea district, very material help was rendered by the various railway employees under the Engineer in charge of sections of line in the locality. The Commission appreciates the valuable aid given to forest officers, and would be glad if you will convey this appreciation to the officers concerned.—**The Secretary, Forests Commission of Victoria, writing to Secretary for Railways.**

WOULD you please accept, on behalf of the Ladies' Waiting Room Attendant at Princes Bridge Station, my sincere thanks for her kindness and attention on Easter Sunday night. My son (aged 11 years) was seized with a severe attack of nose bleeding, and her kindness and attention under the circumstances was most acceptable. I called to thank her personally, but found that she was away on leave. I would be pleased if you would convey to her my thanks.—**H. Gahan, Post Office, Eltham, writing to the Metropolitan Superintendent.**

#### THE RAILWAYMAN.

*A Railwayman, above all other individuals, should be proud of his occupation.*

*Great responsibilities are resting on him. When he forgets, dire distress may follow. The lives and the treasure and the happiness of a vast number of people are in his keeping.*

*No matter how menial his occupation, he has an opportunity for serving the public which few people have, and within a few years the consciousness has come to humanity that the highest ideal of every good man is to be a public servant.*

YOUR letter of May 23rd to hand. I called at North Williamstown Station, and received cheque for £3, for which I thank you. Considering the large amount of business to be transacted in your office, I think my claim has been dealt with in a very smart and businesslike manner, and none of the go-slow system you read about.—**Jessie Cameron, North Williamstown, writing to the Claims Agent.**

PLEASE accept my thanks for prompt payment of claim for cases lost in transit.—**(Mrs.) Annie L. Pitts, Merrigum, writing to Claims Agent.**

THE week before Easter I arranged with a Melbourne firm to send me a parcel to Geelong by passenger train, and as the parcel had not arrived, and the firm in question maintained that it had been sent, I determined to make some enquiries myself. During my frequent visits to the Geelong Parcels Office, asking for the same parcel time after time, there was no impatience shown by the staff. On the other hand, they made useful suggestions as to how I might trace the parcel.—**Jack B. Yuille, 15 Swanston-street, Geelong, writing to the Commissioners.**

I WISH to bring under your notice the goodness and courtesy of Mr. Smith, Stationmaster at Chewton, in regard to my furniture which I had shifted from Yarrowonga. It is a common thing to hear the fruitgrowers and others speak about what a fine man Mr. Smith is. Seeing the trouble he went to to assist me, I think the least I can do is to bring him under your notice, as I think he is one of the men that make it a pleasure to send anything by rail.—**G. Pitt, Fryerstown, writing to the Commissioners.**

## V.R. Technical College Scholarship Winners



These apprentices were successful at the 1925 examination for the Commissioners' Scholarships. They are now attending the Melbourne Technical School.

1. Apprentice Electrical Fitter C. R. HANSFORD, Jolimont Workshops. Apprentice C. R. Hansford won a Government Scholarship, enabling him to attend the Williamstown High School, where he obtained the Intermediate Certificate. He entered the Railway service in May, 1923. As well as attending the Victorian Railways Technical College, he was also a student at the Footscray Technical School evening classes.

2. Apprentice Fitter and Turner P. J. DANCE, Newport, has had a very successful career. While at the Rocklyn State School he obtained a Junior Technical Scholarship for free tuition at the Ballarat School of Mines, where he won the Junior Technical Certificate, and was Dux of the school. At the Victorian Railways Technical College he secured 1st prize in the 1st year, 1st prize in the 2nd year, and 1st place and Scholarship in the 3rd year. He was also successful in win-

ning many prizes at the V.R.I. evening classes. 3. Apprentice Iron Machinist J. F. SMYTH attended the Violet Street State School, Bendigo, and gained a Junior Technical Scholarship, which entitled him to free tuition at the Bendigo School of Mines. At the Victorian Railways Technical College he secured 2nd place in 1st year, 3rd place in 2nd year, and 3rd place and scholarship in 3rd year.

4. Apprentice Fitter and Turner A. A. PHAIR, Newport, attended the Moonee Ponds West State School and the West Melbourne Technical School. He spent 4 years in a consulting engineer's drawing office, and during that time attended the evening classes at the Melbourne Technical School. At the Victorian Railways Technical College he was very successful, securing 1st place in 1st year, 2nd place in 2nd year, and 2nd place in 3rd year. He was also successful in winning several prizes at the V.R. Institute.



Neatly kept tracks are a good advertisement for an efficient railway system. This is the view taken by a former president of the Southern Pacific Co., U.S.A. The photograph shows how portions of the track of this company are kept. (See article by Mr. W. Thomas on page 15.)

# Knights of the Footplate Sign Their Last Time Sheet

Quite a lot of experience has been crammed into the 42 years' service of Mr. J. Jones, Driver, with headquarters at North Melbourne, who left the footplate for the last time on Saturday, May 15.



**M**R. JONES is one of the best-known drivers in the Service, having driven on every line out of Melbourne and on every line in the Northern district.

Away back in 1884 Mr. Jones joined the Service as a cleaner at Bendigo. He recalls with interest the fact that he entered the Department two or three days before

the late Mr. Speight was appointed Chairman of Commissioners.

Service at Pyramid Hill and then at Kerang enabled Mr. Jones to gain his driver's certificate in 1891, and from that date to the day he left the Service he carried on continuously as a driver. His service includes 20 years in the Bendigo district, and about 22 years in Melbourne, including 12 years on the old suburban steam trains.

To Mr. Jones belongs the distinction of having run the first train to Ultima. He recalls that it was a black night, and, not knowing the line, the engine crew did not know where they were going. Eventually they pulled up at a black stump miles from nowhere. That was the spot where the township of Ultima now stands.

"Practically all the old identities for whom I fired have gone now," Mr. Jones reflects ruminatively. "Among the few left is Billy O'Keefe, for whom I fired at Bendigo. He is still living there. There is also Maurice Quinn still living at Port Melbourne."

## "Those Days are Gone Forever"

When Mr. Jones started in the Department the old "O" class was the heaviest engine in service. The "O's" and "E's" were used on the main lines, while the "P's," "J's," and Buzwinkers were on the light lines.

It is with mixed feelings that Mr. Jones leaves the Department. Having given his life to railway work, he would like to be associated with the wonderful developments now taking place. On the other hand he misses the old associations of the early days, and is looking forward to a period of rest. "Gone are the days when every man drove his own engine," he says. "We became accustomed to our engine and knew its every whim. In these days of heavy traffic one may not see

Thirty-nine years is a big portion of one's life to give to railway service, especially when the bulk of that 39 years was as a driver. Mr. W. Marston, who retired last month, has this enviable record.

**Y**ET another veteran engine driver of the Victorian Railways service has retired in the person of Mr. W. Marston, who has 39 years' service to his credit, having joined the Department in 1887.



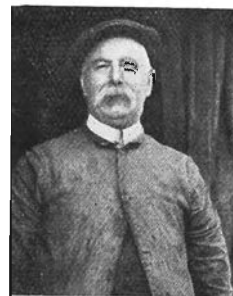
An interesting feature of Mr. Marston's service is that he joined at North Melbourne, and this has been his headquarters ever since. On occasions he has acted as foreman at this important depot. He has been on every run in the service, on every

line, and has been in charge of some of our most important trains.

Mr. Marston is keen on the education of young railwaymen, and he conducted classes at the Institute for about three years before the present organisation of classes was initiated.

Like many other railwaymen, Mr. Marston's hobby is gardening, and he intends to spend his well-earned rest supervising the garden at his home at Essendon.

Herewith is Driver Geo. Round about to take his last run after 45 years' service. He started as a cleaner at Princes Bridge, and has been running for 30 years on the Ashburton and Deepdene lines.



the same locomotive again for six months. To one brought up in the old school this is disappointing.

Though Mr. Jones may never drive a railway engine again he has acquired a motor car, and will drive this to the beauty spots of Victoria as one means of spending his well-earned rest.

## Wireless on Moving Train

*Pronounced success attended the latest effort by the Victorian Railways Department to establish wireless communication on moving trains. Previous attempts had been marred by the effect of an inefficient aerial, due to the limitations of clearance, interference from the lightning generator, braking and extraneous noises; but there was not the slightest fault throughout the recent test.*

**T**HE Norman car was used for the test, and was equipped with a carefully-balanced roof aerial as well as an indoor aerial. A screened seven valve receiving set was installed, and special care was taken to protect it from vibration or shock.

To prevent interference from the car lighting dynamo (which is of the Stone type), an electrical current filter and trap was designed and fitted under the car, being slung from the under-girders of the carriage in close proximity to the dynamo.

No difficulty at all was experienced in tuning-in on the indoor aerial, while the train was in motion, all Australian broadcasting stations within the 600 meter limit. An earth connection was not necessary.

A new type of loud speaker, not yet on the Australian market, was given a trial, and the results were all that could be desired. The volume was excellent, being loud enough to overcome extraneous noises, and yet pleasant to hear.

The filtering and aerial arrangements functioned perfectly, and inductive interference was not perceptible over the whole range.

The successful test was carried out by the staff under the Chief Engineer of Signals and Telegraphs (Mr. F. M. Calcutt), and during broadcasting hours the Norman car was in continual touch with one or other of the transmitting stations.

## Australia Calls You

Australia is receiving a great boost by means of the Foster and Reynolds Travel Agency in America. Under the above heading the following advertisement, prominently displayed, is being published in a number of newspapers throughout the country:—

*FROM the other side of the world Australia calls us now.*

*In winter time when 'tis summer there.*

*From San Francisco by voyage over tropic seas cooled by the gentle trade winds—a stop for days or weeks in Hawaii then on to Samoa, Fiji, and then to the great island continent replete with interest in scenery of snow-crowned Alps and tropic palms.*

*In Australia we can enjoy a trans-continental trip of more than three thousand miles, over mountain and plain, passing rich farms and through populous cities, and traversing the wild bush country, the land of the Kangaroo—and the Wallaby—the Ostrich and Emu, travelling in a train with up-to-date equipment of sleepers, diners and lounge car, piano, dancing, games—and at a very moderate charge.*

*Australia gives the best of all fruits, from the oranges and mangoes of Queensland to the choice apples of Tasmania, a country of wide spaces and hospitable people.*

*Listen to the call of Australia, and of the isles of the Southern Seas and—ASK MR. FOSTER to plan your winter vacation on the Pacific.*

*For descriptive literature and definite information—*

*ASK MR. FOSTER.*



*Benalla's energetic Institute Committee is representative of all branches of the service. Front row:—Messrs. W. M. Ross (Hon. Vice-President), J. F. Regan (Hon. Chairman), A. J. Buttler (Chairman), C. H. Pevitt (Secretary), A. E. Lyons (Vice-Chairman), and A. Pevitt (Vice-Chairman). Back row:—Messrs. R. S. Dunlop, A. M. Summers, L. L. Neumann, J. Boothey, R. Macklan, W. E. Groves, J. T. Russell, L. R. Caligari and C. B. Penrose.*

# Locomotive Headlights Installed on Victorian Expresses

The Victorian Railways Commissioners have now completed arrangements for the equipping of 10 express locomotives with electric headlights. The first of these locomotives so equipped was tested in the night of May 17, when the Commissioners and senior officers of the Department rode on a special train to Frankston hauled by this locomotive.

**K** EEN interest was displayed by the officers in the installation and its working. Stops were made at various points along the line, and the effect of the light noticed at crossings. Included in the party was Mr. L. A. Steger, the factory representative in Australia for the Pyle National Locomotive Headlight Company of America. Mr. Steger supervised the installation of this light, and officers of the Department speak appreciatively of the large amount of time and enthusiastic interest he gave to the work.

On the train were also representatives of Knox, Schlapp and Company, Collins House, Collins Street, Melbourne, the Australian representatives for the Pyle National Locomotive Headlight Company.

## Generator Driven by Steam Turbine

The equipment is made by the Pyle National Company, and is known as the type K2 turbo-generator, with capacity of 500 watts 32 volts. The generator is driven by a steam turbine direct connected, controlled by an automatic governor controlling the volume of steam flowing to the rotor, and only consumes a sufficient amount of steam to pull the existing load on the generator, i.e., if the generator has a load of 100 watts there is only sufficient steam permitted through the governor valve to pull that load.

One of the main features of this equipment is that the driver or mechanic can come in contact with the bare wires without receiving shock or being in danger.

The turbo-generator is also designed so that a short circuit on the line will not burn out the coils or affect the equipment other than to slow the same down.

The headlight case is the latest type manufactured by Pyle National Company, with an 18in. quadrupled silver-plated reflector hermetically sealed in the case. The type of headlight lamp used is known as G30 250- $\frac{1}{2}$  watt focusing filament. The driver is enabled to see an object the size of a man erect on the track at 1200ft., and the light is visible for 12 miles on a straight, level track.

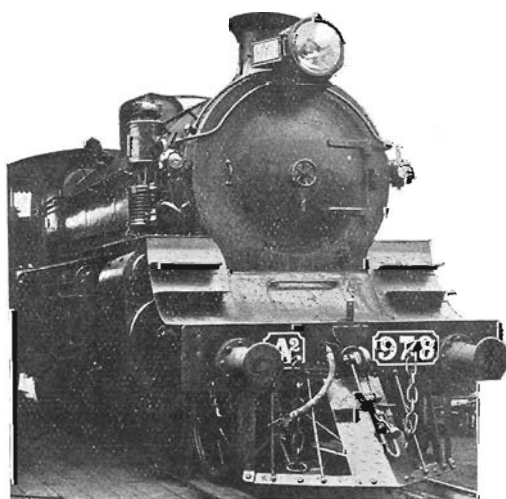
The buffer or marker lamps are of the very latest design and manufacture of the Oliver Electric Company, and fitted throughout with electric lamps. The lenses are so arranged that it is possible to change the color by a lever on the side.

The cab lamps are suitably arranged over the various gauges and water glasses so as to enable the driver or fireman to take his readings at all times, at the same time not having too much illumination in the cab.

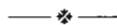
The headlight is controlled by a switch

whereby the driver is enabled to dim the headlight when approaching stations, or, if necessary, it can be cut out entirely.

The connection is wired up on each side of



the locomotive for portable or extension cords to be used by the driver when inspecting the locomotive. In the event of a derailment, this lamp would be extremely serviceable to give the most efficient light.



## New Dining Cars

**I**T is anticipated that the development of the Sydney traffic will in the near future lead to the speeding up of express trains, and to an increase in the number of trains. The present dining cars will then be unable to cater for the service offering.

Two modern cars are therefore being built at Newport. These cars are being fashioned on the lines of the most modern dining cars in the world.

They will be framed and sheathed in steel, and will possess many unusual features. The kitchen will be at one end, and the dining saloon will be available for first and second class passengers alike. The tables will seat four on each side; a total of 48 diners.

The entrance to the car will be through the vestibule ends only. Practically all mouldings and plates where dust may accumulate will be eliminated, and the window frames will be run in felt-lined brass channels to lessen rattle.



*Attractive, well laid out grounds, with trim lawns and masses of beautiful flowers, a fine building, a first-class tennis court, an ever-expanding membership, and an energetic committee representative of all branches of the service are outstanding features of the Benalla branch of the Victorian Railways Institute. Not satisfied yet with the signal success that has attended its untiring efforts to make the Institute rooms the recognised rendezvous of Benalla railwaymen, the committee is still seeking to widen the scope of its work.*

**J**UST three years have elapsed since the formal opening of the Benalla Country Centre Area building on a large tract of ground, a stone's throw from the station.

Mr. Bruce was the local Station-master at that time, and, in common with most of the other railway officers, he actively allied himself with the initial efforts of the first branch committee.

Since then the Institute has never once looked back. It has been extended and improved, until it has developed into Benalla's largest and most popular club, and there are very few railwaymen who have not knocked the balls about on one of its billiard tables, had a hard-fought set on the tennis court, borrowed a book from the library, or forgotten railway worries for a time at one of the regular weekly dances.

All Benalla is proud of the garden surrounding the Institute. The voluntary gardener-in-chief is the popular Head Porter (Mr. A. E. Lyons), who has made the work his hobby. He has received many generous gifts of bulbs and seeds from local railwaymen.

The Department has also supplied the centre

with trucks of manure and gravel to assist in the beautification of the grounds.

When Longfellow wrote "Excelsior" he might very easily have had the present Benalla committee in mind. Like their predecessors, the committeemen are not content to rest placidly on their laurels, but are ever striving to excel previous achievements.

They intend enlarging and improving the tennis court, extensive trellis work structure is to be erected, shelter sheds will be constructed in the grounds, a croquet lawn is being laid out, and hopes are entertained that it will not be long before a bowling green is available.

Committeemen take turn and turn about to attend at the Institute rooms and control affairs there each night.

The chairman of the committee is Mr. A. J. Buttler, and the secretary is Mr. C. H. Pevitt. Different members of the general committee also act on the social, house and grounds, educational, and finance committees, and valuable aid is received from the ladies' committee, which is composed of the wives and friends of Institute members.



*Betterment Board Officials farewell their former chief. From right to left:—Messrs. T. W. Mather, W. Robert (Member), and W. Grant Allen (Bioscope Operator) shake Mr. Hyland's hand before he steps aboard the Sydney Express on April 22.*



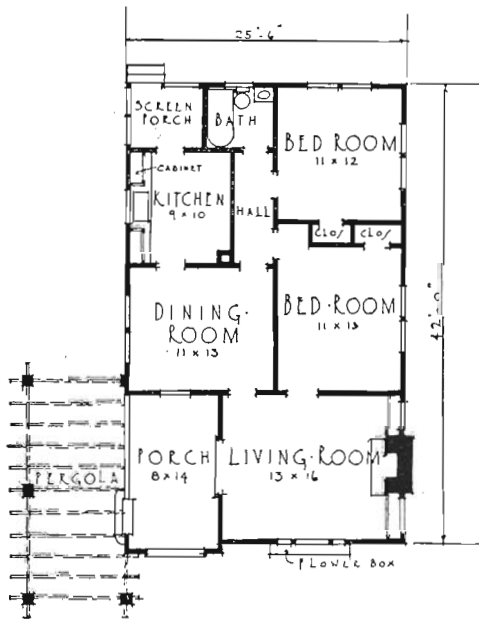
*Repairer C. H. Salt sends this snap of the rail motor running between Warrnambool and Hamilton. In the picture are Drivers J. McElheny and J. S. Perkins, also Line Foreman J. Newton.*

Home Building Feature

Your home is the most important purchase you will ever make. Probably it is the largest in hard cash; certainly it is the one that will most directly influence your comfort, happiness, and well-being for years to come, if not for life.



(Photograph and plan by courtesy of Southern Pine Association, U.S.A.)



FROM the time of its purchase a good home means more to you than anything else you can buy. You may well look forward to its being the centre of your life's interests, most cherished desires and pleasant memories. Its qualities will be perpetuated in the very dispositions and characters of your children.

Surely, in considering this purchase, your first thought should be to provide the greatest possible practical assurance that your home when built will be all that you expect it to be.

The individuality, the personality of your home depends on the plan.

An efficient plan provides for incorporating and conforming your ideas of what you want in your home in plans that are thoroughly practical. You have an idea of what you want but you should seek expert counsel to make your dreams come true.

This month we publish another plan, somewhat larger than the one reproduced last month. This one has two bedrooms. The floor plan may be altered to suit individual requirements, and any other modifications made as desired. Estimates can be obtained from any reputable builder or architect.

*"A man who owns a home and has a job and good health is not a poor man."*



## Interesting Railway People

### J. F. Regan, S.M., is Proud of Benalla's Ticket Collection Record



THERE are few better known stationmasters in the Victorian Railways than Mr. J. F. Regan, of Benalla, who was in charge of that station when it was raised to Class 1, and who has been to practically every corner of the State during his 41 years of service.

He joined up as a junior clerk in 1885, and put in a number of years at various important stations, including Seymour and Castlemaine. He was Relieving Stationmaster for 15 years, and Metropolitan Traffic Inspector for another three.

It was at that time that Melbourne's suburban railways were electrified, and for several months Mr. Regan was associated with other officers in the running of trial trips, making of tests, and training of men for the speedy electric trains.

Benalla is the junction of the Yarrawonga and Tatong lines, and a big railway centre, where trains are broken up and re-formed for both up and down journeys, and express engines are changed. Mr. Regan has been remarkably successful in securing the willing co-operation of his staff to raise Benalla's standard of service to a very

high plane.

For seven test months, 16,449 tickets were issued to Benalla, and of this number only 73 were uncollected, or less than  $4\frac{1}{2}$  per thousand—a record which is claimed to be equal to anything in the State for the same class of station.

Like most of Benalla's railway officials, Mr. Regan is keenly interested in the local branch of the Institute, and ever since his arrival at the station has actively associated himself with the good work which is being carried on there. He is Honorary Chairman of the branch.

### Depot Foreman W. M. Ross Has Had An Interesting Career

IT took Mr. W. M. Ross just 20 years to climb from the position of fitter to that of Depot Foreman at Benalla, and he now controls the fine depot in which he first learned the ABC of rolling stock work.

For 11 years he plied spanner and oil-can at Benalla, and then, after a short period at Geelong, opened the Woomelang engine shed as fitter-in-charge in 1913.

He arrived there in nice time to get the benefit of the 1914 drought, with its amazing black dust storms. For 72 hours around Christmas time the unfortunate Woomelangites saw neither sun nor moon, existing in an atmosphere that combined in a most unique fashion all the characteristics of a genuine London "pea-souper," a Sahara sandstorm, and a particularly fierce Arctic blizzard. A race meeting was arranged in February by some misguided enthusiasts, but the local constabulary had to step in as the dust was so thick that the first race was run without any of the punters being aware that it was over.

Even the fowls were deceived by the unusual darkness, and went to roost at four in the afternoon.

Mr. Ross certainly can't complain of lack of variety in the conditions under which he has worked; as, after the Woomelang dust, he was transferred to Seymour, where, during his three years' sojourn, he saw no less than seven big floods, including one very bad one, when a special train was run from Nagambie with boats to rescue the people. The Alexandra line was closed for three weeks, and the Tocumwal for five months.

In 1918 he went to Ballarat, and, following on a term as travelling foreman, was appointed Depot Foreman at Benalla in 1921.

The depot's staff totals 103, and 31 engines have their headquarters there. An average period's pay roll is £1236. In one month, 1350 tons of coal are consumed at Benalla alone.



## Men with Hobbies are Happy

WHEN Arctic Explorer Wilkins was endeavouring, after one of his many recent breakdowns, to get in touch with the world, the first wireless man in Australia to pick up his operator's calls was Night Officer C. R. Whitelaw, of the Benalla railway staff.

Mr. Whitelaw received and decoded the message, which was addressed to the Prime



Minister (Mr. Bruce), and at once forwarded it on to its destination. He received in reply an appreciative letter from the Prime Minister, complimenting him on his success in picking up Wilkins, and asking him to be good enough to send a reply, conveying the best wishes of the people of the Commonwealth to the Australian explorer.

Mr. Whitelaw is know all over the world as station 3BH. He has been interested in wireless since 1908. He is one of the enthusiasts whose equipment was confiscated by the authorities during the war, when private stations were prohibited.

"I get letters from everywhere now," he remarks, waving to a huge pile of postcards and envelopes on his mantelpiece. "From Honolulu, Dublin, Tunbridge Wells, South Africa—all over the place. And I only wish I was able to accept a few of the invitations I've received to run over and spend a holiday with some of the wireless people overseas who have written to me."

Mr. Whitelaw, who has been at Benalla for the last 12 months, has an 80ft. aerial, and he laconically announces on his official card that his range for long distance work is "the world and a bit further."

*What hobby a man shall choose depends entirely on himself—on his temperament, his tastes, his training.*

*The more the hobby chosen is of a character to satisfy instinctive trends denied expression by the demands of the workaday life, the more beneficial that hobby is likely to be.*

GUARD W. TWOMEY, of Benalla, is just as much at home with the greasepaint as he is with the green flag.

When a dramatic club was formed in the town with Enginedriver Martin Hayes (now of Stawell) as manager, Mr. Twomey was one of the first to join up, and so successful was he in the various roles in which he appeared that, on Mr. Hayes' transfer from the district, he was appointed manager in his stead.

Many plays were staged, and during its existence the club was instrumental in raising more than £300 for local charities.

Owing to the departure of some of the leading artists from the district, the club is now in recess, but an effort is at present being made to revive it, as well as to start a similar club in connection with the Institute.

In his younger days Mr. Twomey was a



*Guard W. Twomey has played "Charley's Aunt" several times with great success.*

prominent athlete, and earned a reputation as runner and cyclist. For some time he has been Assistant Secretary of the Benalla St. Patrick's Day Sports.

# Garratt Engines Will Reduce Working

TWO Garratt locomotives, purchased by the Victorian Railways Department from the patentees, Messrs. Beyer, Peacock and Company, Manchester, England, arrived in Victoria at the end of April on the s.s. Ferndale for use on narrow gauge lines.

The locomotives have been assembled at the Newport Railway Workshops, and will be placed in commission, one on the Colac-Crowes line, and the other on the Moe-Walhalla section.

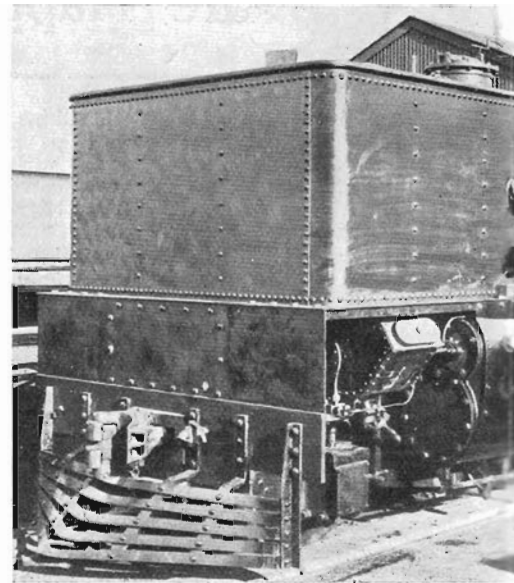
The present type of engines on these 2ft. 6in. gauge lines has not been sufficiently powerful to haul the loads offering, with the result that excessive train mileages and working costs have been incurred.

It was found that a sufficient addition to the tractive power of the present type of narrow gauge engines could not be obtained without increasing the weight on the axles beyond what the track and bridges would permit, while any rearrangement of the wheels to less than the actual load was impracticable owing to the sharp curves.

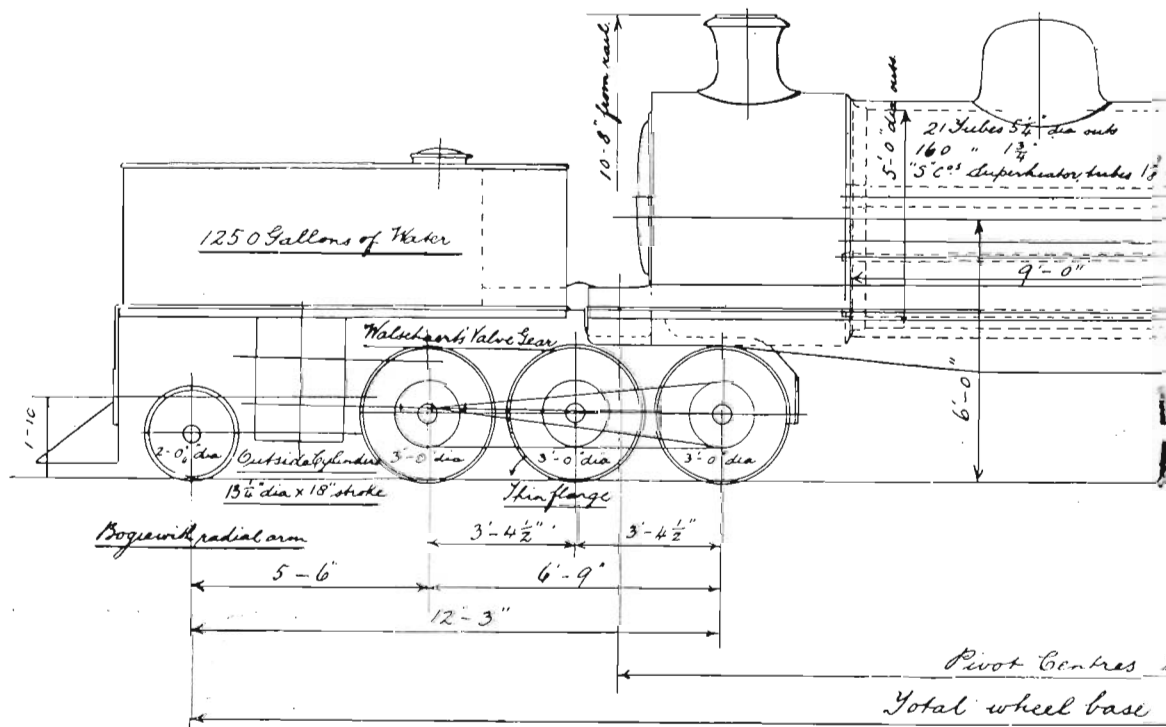
By using Garratt engines on the lines mentioned a saving of £12,123 a year is estimated. It is expected that the Garratt engines will save their cost within two years.

The engines displaced by the new type will be available for the Ferntree Gully-Gembrook line.

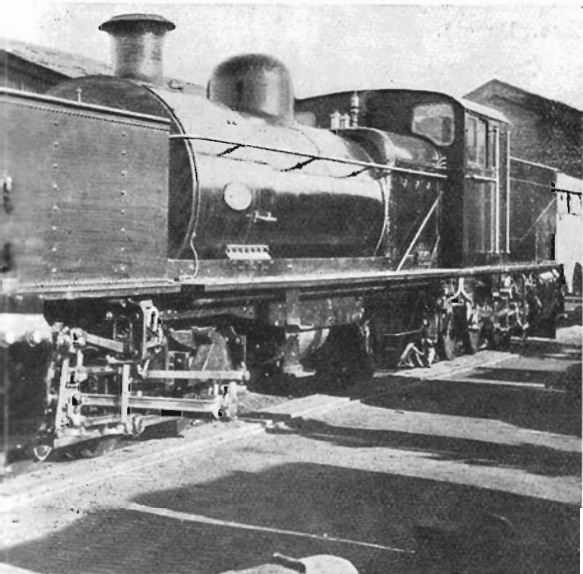
Should further engines of this type be re-



One of the Locomotives photographed at



# ing Costs on V.R. Narrow Gauge Lines



After assembly at Newport Railway Workshops

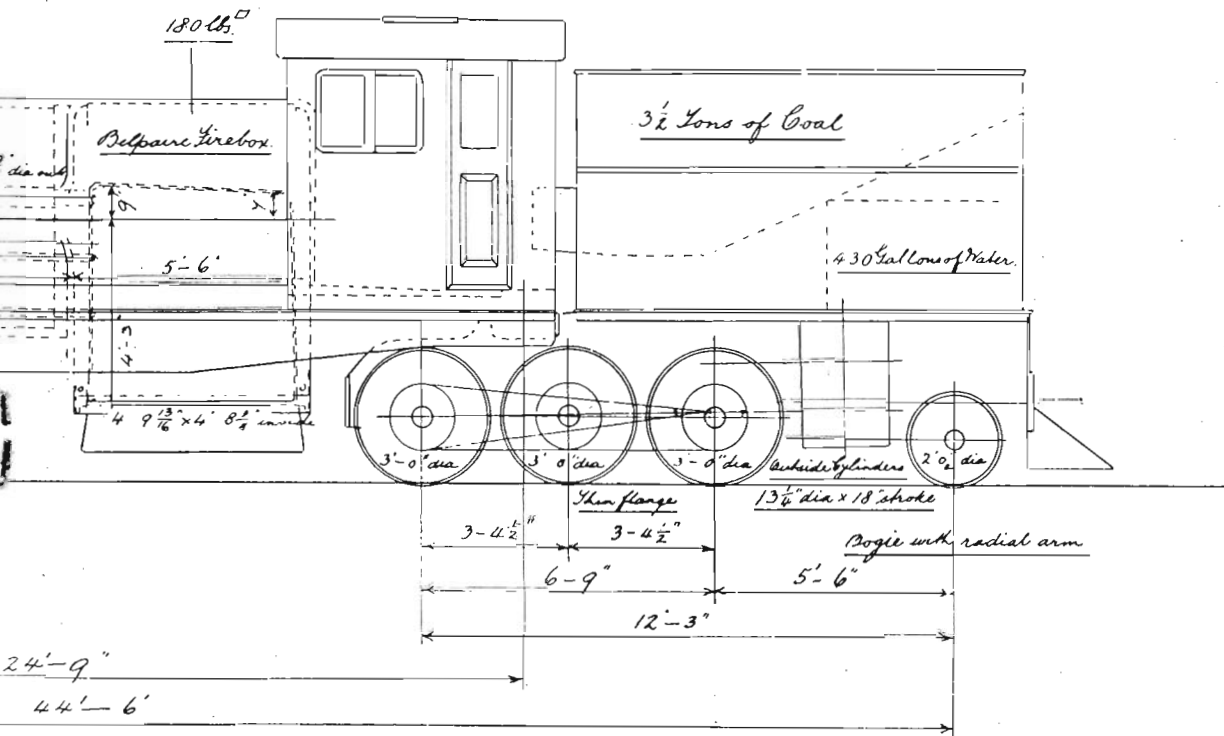
quired later they will probably be constructed at the Newport Railway Workshops.

Victoria has four narrow gauge lines of the 2ft. 6in. gauge. The steepest grade on these lines is 1 in 30, and the speed limit at present varies from 5 to 20 miles an hour.

As the draw gear of the narrow gauge carriage and waggon stock is not sufficiently strong for use with the heavier type of engine, the work of converting all such stock to automatic coupling of a light MCB type is well in hand.

The following are the principal particulars of the Garratt engines:—

- Type—2-6-6-2.
- Diameter of Driving Wheels—3ft. 0in.
- Cylinders—13¼in. x 18in.
- Tractive Power (at 80 per cent. Boiler Pressure)—25,270 lbs.
- Boiler Pressure—180 lbs.
- Tender Capacity—
  - Water—1680 galls.
  - Fuel—3½ tons.
- Total Weight—
  - Empty—54 tons 6 cwt. 0 qrs.
  - Roadworthy—69 tons 1 cwt. 0 qrs.
- Heating Surface—
  - Firebox—99 square feet.
  - Tubes—950 square feet.
  - Superheater—219 square feet.
  - Total—1268 square feet.
- Grate Area—22.6 square feet.
- Length Overall—52ft. 0in. (approx.)



# Statistics Help in the Saving of Coal

That a "bogey" or standard for fuel consumption on the respective engine runs in the State be established as a means of saving coal is the suggestion in the following article.

(By J. D. Sutcliffe, Clerk, Bendigo Loco. Depot).

THE primary object of a Fuel Conservation Committee is to devise ways and means—mainly through infusing into all grades the spirit of co-operation—of economising in the use of coal for engine running purposes.

The various committees throughout the State have done, and are doing, good work in this connection; but, in addition to the committee, there is in each Depot of the State a Statistical Clerk, whose principal duty it is to watch the performances of the various engines in respect to fuel consumption.

Owing to the fact that so many different elements must necessarily enter into consideration when one is enquiring into coal consumption—elements such as loads, grades, state of weather, class of engine, and class of coal being used—it will be seen that it would be impossible to compare the running of one engine with another unless on the same trip.

## Each Trip Taken Separately

For instance, we could not compare the coal used by a "C" class engine running on the main line with that used by a "DD" class engine on the Swan Hill line. Consequently, for the purposes of comparison, each trip is taken separately, and the coal and oil consumption on each of these trips is compared day by day and month by month, and due consideration given to variations in load, etc.

This is done by computing the coal consumption on the 100 ton miles basis, i.e., the amount of coal used by an engine to haul 100 tons for one mile.

It will be seen, therefore, that any abnormal consumption of either coal or oil on a particular trip would be noticed immediately, and explanations called for from the engine crew concerned.

I might say at this stage that it is a very rare occurrence to find any outstanding variation, and I should imagine that this is one of the results of the co-operative spirit which has been engendered into our railway system as a result of the efforts of the Commissioners, and also through the influence of such meetings as those held by the Fuel Con-

servation Committees.

I could also add that when these variations are discovered, the cause is very often traceable to some minor engine defect, adverse weather conditions, or to the poor quality coal used.

I have no hesitation in saying it is really remarkable how consistently good are our engine performances, at any rate in this particular regard.

Having given you some idea of the method adopted in checking the coal consumption of our engines I want next to consider how the statistics which are compiled can help this committee in their efforts to economise. I would suggest that for each meeting of the committee figures be prepared showing the total mileage run during the previous month, also the coal and oil consumption for the same period, and that these figures be kept and compared from month to month. If such figures are compared each month, any retrogression would immediately be noticeable, and concerted effort could be made to ensure that matters were righted immediately.

At a recent meeting of the Bendigo Committee, a suggestion was dealt with to the effect that a "bogey" for the coal consumption on the different runs in the District be set up. After a full discussion it was decided that owing to various circumstances it would be impossible to accurately set such a bogey.

## Introduce the Competitive Element

While agreeing that such is the case, I am of the opinion that if the competitive element were introduced among engine crews it would do much to ensure more economical running, and I think it would be a good idea if each individual driver were to make his own "bogey" for a trip by taking as a standard the coal used on any normal day, and then to attempt to improve on his own standard.

I mention this for what it is worth, having in mind the fact that any effort which will succeed in interesting the enginemen in the economical running of their trains must be of incalculable benefit to the Department, not only from a financial standpoint, but also because of the increased efficiency which results from an intelligent interest in one's job.

With the wholehearted co-operation of our drivers and firemen, it would be possible to effect some improvement even on our present figures, which, though very good, are quite capable of improvement.

The Coal Conservation Committee claimed a saving of £10,000 last financial year as a direct result of these meetings, but it is quite possible that even larger savings could be made, provided that each and all of us were to do our share in a determined effort to attain an end.



Mr. A. C. Bishop, manager, Birchip Refreshment Rooms, and Staff. Mr. Bishop is seated in centre, front row. Mrs. Bishop is on his right.

# Some of the V.R. Family at Benalla



1. Some well-known faces here. On the crane: Porter R. S. Dunlop, Shedman J. Cooke, and Shed Foreman H. J. Edgar. In front: Train Examiner W. Grey, Lampman D. Ross, Shunter A. M. Summers, Ldg. Shunter A. Giroud, Goods Clerk P. J. Gough, and Shunter E. Adams. 2. The permanent-way men: Repairers J. Lawford and M. Morrissey, Ganger J. Boothey, Repairers W. H. Cadee and P. Cleary. 3. Signalmen H. Calder, C. McDonald, A. H. Wiles and R. Macklan. 4. Stationmaster Regan and his staff don't appear to have many worries. 5. The loco depot administrators: Messrs. J. Moore (Head Clerk), E. A. Walker, D. A. Scammell, C. F. Carlile, W. A. Bishop. 6. All knights of the green flag: Guards W. Twomey, P. Corboy, E. H. Crockford, W. Read, K. K. Mackenzie and D. Collins.



Some of the Rolling Stock Staff of 103, who look after the 31 engines located at the well-equipped Benalla loco. depot.

## Native Dignity

A N old aboriginal at Lake Boga, named "Jackie," made it a practice to visit the Commissioners' special whenever it visited his town. On one occasion, however, he missed, and when questioned on the following tour as to why he had failed to come and pay his respects, he said, "Couldn't come last time, Mr. Dalton."

Mr. Dalton wanted to know why, and Jackie's reply was "dog died." When pressed as to why this should prevent him coming along, Jackie said, "Man look such a fool without a dog."

When passing through Lake Boga quite recently Jackie was noted wandering through a paddock with eight dogs in his trail. No doubt he felt ever such a chap accompanied by so many dogs.

On one occasion one of the members of the tour party desired to show some consideration for Jackie, and, on his return to town, sent the old aboriginal a really good suit; but Jackie no doubt felt that he was not equal to the glad clothes, and sold them to a much younger man for half-a-crown.

Jackie was once asked if he was married.

Jackie replied, "Yes, ten times."

The fact that he was living by himself for so long would seem to show that Jackie's matrimonial ventures have not been very successful.

—Bendy.

## Railways Discipline Board

The counting of votes in the election of an employes' representative on the Railways Discipline Board resulted in the election of Mr. James Fogarty. There were eight candidates for election, Mr. Fogarty being the selected candidate of the Victorian branch of the Australian Railways Union. Mr. W. H. Hulse and Mr. E. F. Halley were elected as deputy members of the board.

## Can You Decode this Cryptic Telegram?

SOME cryptic telegrams are received at times by the staff at the Government Tourist Bureau, which is controlled by the Victorian Railways Commissioners. Here's one which gave them pause recently:—

RESERVE SECOND CORNER SEATS  
OPPOSITE ONE NEXT GENTLEMAN  
YOUNG LADIES — TYSON TWO  
ADELAIDE EIGHTH.

JONES.

It looks worse than a crossword puzzle, but the Bureau staff, which is capable of meeting any emergency, soon unravelled it, and the sender, who must have had implicit faith in the staff, had the reservations duly made for him.

Before reading any further see if you can make out the details of the request in the telegram.

Here's the solution as applied by the staff. It must have been correct, because the seats were duly occupied and paid for, and no complaints lodged. Jones, the sender, wanted two second class corner seats reserved opposite one another. He also wanted a seat adjoining one of the corner seats. The gentleman of the party would be by the name of Young, and the ladies, of which there would be two, were named Tyson. The train in which the seats were required was the Adelaide express on the 8th.

## Business Tips

More and more, business enterprises — especially the big ones — are turning their attention to business that originates within their own organisations. Recently, the Pennsylvania Railroad System staged a business-tip campaign among its employes in Detroit. The tips totalled nearly 1000, and resulted in a big volume of extra business.

## Young Railwaymen's Industry Rewarded



G. J. Seabrook, 1st, Mech. Drawing, Grade II., gained "T. H. Woodroffe Prize."

N. Tobias, 1st, Safe-working, gained "Peter Alexander Memorial Prize."

P. J. Dance, 1st, Electricity and Magnetism, Grade II., gained "T. H. Woodroffe Prize."

A. A. Burns, 1st, Shorthand (Speed), gained "Peter Alexander Memorial Prize."

J. Whitefield, 1st, English Course, Grade I., gained "W. R. Brown Memorial Prize."

### Competitions Commence Sept 4

AMATEUR Musical and Elocutionary Competitions, conducted by the Victorian Railways Institute, will commence on Saturday, September 4.

The Competitions are purely amateur, and are open to all financial members of the Institute; wives, sons and daughters of financial members; and all who are assisting the Melbourne or any of the Country Centre Area Societies, even though they be non-members.

In addition, a series of competitions, open to the general public and Institute members alike, will be held, and termed "Allcomers' Event."

Valuable trophies will be awarded, and a certificate of merit will be presented to all competitors in each section who gain 75 per cent. or over of the marks awarded by the adjudicators, who are Messrs. L. Lavater (musical) and A. J. Hawkins (Elocutionary).

Special travelling facilities for railway employees and their wives and dependent children competitors are granted and particulars can be obtained from the General Secretary.

The competitions will include Elocution, Dramatic Art (dialogues and one-act plays), Public Speaking, Singing and Instrumental Music (pianoforte, violin, brass and woodwind instruments).

Entries close on Monday, July 10, and the entrance fee is 2s. for each competition.



THE President of the Institute (Mr. J. S. Rees), the Chairman of the Gymnasium Committee (Mr. Dowsett) and the General Secretary (Mr. Galbraith) have been deputed to visit Daylesford and ascertain definitely from local public bodies the extent of the support that would be forthcoming in the event of the Institute deciding to conduct a sporting and musical carnival at that Centre.

### Retired Railwaymen Entertained

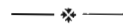
VERY enjoyable afternoon was spent in the Institute Concert Hall on Thursday, May 13, when the Victorian Railways Women's Social Committee entertained members of the Retired Railway Men's Social Club and their wives and friends.

The programme, which was arranged by Mrs. Rees, president of the Women's Social Committee, was contributed to by Madame Ashley, Miss Jessie Cromb, Miss Florrie Gordon, Messrs. Reg Brown, Cyril Bendall, Will Elder, Stan Henry and Alex Wotherspoon.

A feature of the afternoon was the Community singing specially arranged by Mrs. Rees in conjunction with Mr. Wotherspoon, who humorously and efficiently conducted the several numbers sung. The audience appreciated this "team work," as Mr. Wotherspoon described it, and sang lustily.

The President of the Club returned thanks for the enjoyable afternoon, specially mentioning Mrs. Rees and her ever-ready committee.

Both the President of the Institute and Mrs. Rees spoke in reply. Mrs. Rees said it was a pleasure to help at such gatherings, and paid hearty tribute to the generous work which had been done by her Committee, not only on this occasion, but in the past.



MR. E. CAMPBELL, Institute Organising Officer, visited Maryborough, Woomelang, Donald and Ouyen last month, and addressed the employees at the various stations where he stopped.

As a result of his efforts, 66 new members were enrolled, while employees at Donald, Woomelang and Ouyen signified their willingness to support Engine Working and Westinghouse Brake Classes at those Centres.

At Ouyen it was decided to form a committee to appeal to the Institute Council to consider an application from them for a building with billiard tables.



# Jottings from the Institute Country Centres

## Bendigo Railwaymen's Picnic

MEMBERS of the combined railway unions in Bendigo took their wives, their children, their sisters, their cousins, their aunts to Marong on a recent Saturday, on the occasion of the annual railway picnic. Two special trains travelled from Golden Square to Marong, taking the picnickers there and back.

Among those present were Messrs. J. Sternberg, M.L.C., A. E. Cook, M.L.A., and Mr. J. Denton (hospital committee).

There was sufficient to interest and amuse all, and the children in particular spent a happy afternoon. Mr. A. J. Brauman, a railway fireman, who has built a miniature circular railway, had the apparatus on the ground, and the children spent a joyous time on it. Mr. F. Sweeney organised chocolate games on behalf of the Easter fair, and did fairly good business.

Then there was a lengthy and interesting sporting programme. The girls ran and the boys ran, and those who could not run watched, clapped, and shouted at those who could. Then the married ladies had a foot race, and, of course, everyone had to laugh at that, although one lady "cribbed" a couple of yards at the start and another fell just as she got to the winning post. The judges were unable to separate two of the ladies at the finish, and decided that they "tied." So there was a run-off—and more excitement.

## Lectures will be Interesting

A SERIES of lectures by the University Extension Board, interspersed with popular addresses, will be given in the Institute Concert Hall on various nights during the months of June and July.

The following subjects have already been chosen: June 3.—"Alien Immigration in Australia" (illustrated), Professor G. L. Wood.

June 10.—"Canberra—Australia's Federal City," Mr. J. A. Smith.

June 17.—"Some Chapters from the History of the United States" (illustrated), Mr. G. S. Browne, M.A.

June 24.—"Winter Holidays in Victoria" (illustrated), Mr. J. C. Boyce.

July 1.—"Nation Building—The First Decade of Federation" (illustrated), Mr. S. Mauger, J.P.

July 15.—"Scientific Basis of Keeping Fit," Professor W. A. Osborne.

## Bendigo Institute Scholarship

CONDITIONS have been drawn up for "The Bendigo Centre Area Railways Institute Scholarship." Only sons and daughters of members of the Bendigo Centre Area shall be eligible to sit for the scholarship, and candidates must attend schools in northern Victorian towns, the southern boundary being Harcourt.

Candidates attending Elementary, Higher Elementary and Technical Schools shall be eligible, and the examination shall be the same as set out by the Education Department for its own scholarship examination.

The Minister for Education has been asked to have this scholarship gazetted for the 1926 final examinations.

A Safeworking Class will be formed at the Geelong Country Centre Area. Mr. W. Wells, ex-instructor at Stawell, has been appointed instructor.

Subject to his passing the necessary examination, Mr. J. J. Vidler, driver, has been appointed Instructor of the Engine Working and Westinghouse Brake Class at the Seymour Centre.

Mr. G. P. Burgess, signalman, has been recommended as suitable for the position of Safeworking Instructor at Stawell, and has been appointed acting Instructor, pending his passing the examination.

Mr. J. R. Bruce has been appointed Instructor of the Engine Working and Westinghouse Brake Class at Geelong, subject to the approval of the Chief Mechanical Engineer.

## Ararat Railwaymen's Railway Picnic

THIS function took place on April 4th, 1926, at Alexandra Park, and was well attended by railwaymen, together with their families; also many of the local retired railwaymen. Being the first of its kind held here, it was popular, everyone seeming to have enjoyed the outing. Prominent officials spoke explaining the reasons that suggested to them the holding of such a function.

Each child in attendance was given a present before leaving the park. There were apples for them in galore, lollies and biscuits, which were also distributed.

A splendid programme of sport was carried out as follows:—Boys, 6 years—L. Smith, 1; W. Jackson, 2; J. Manning, 3. Girls, 6 years—Baird, 1; Harrop, 2; Fisher, 3. Boys, 8 years—L. Smith, 1; Johnson, 2; Ainger, 3. Girls, 8 years—Denmead and Gist, dead heat; Romer, 3. Boys, 10 years—Tydell, 1; Jackson, 2; Waters, 3. Girls, 10 years—Wooding, 1; Gist, 2; Baird, 3. Boys, 12 years—McRae, 1; Aggett, 2; Spencer, 3. Girls, 12 years—Jones, 1; Waters, 2; Paynter, 3. Boys, 14 years—McRae, 1; Lowerson, 2; McKay, 3. Girls, 14 years—Neate, 1; Edmondstone, 2; Lillis, 3. Siamese Race—McKay and Seeley, 1; Spencer and Aggett, 2; Tydell and Lillis, 3. Railway Cup—V. Gray, 2½ yds., 1; W. Edmondstone, 4 yds., 2; L. Smith, 6 yds., 3. Married Ladies—First heat, Mrs. Breen, 1; Mrs. Hart, 2; Mrs. Wooding, 3; second heat, Mrs. Sproule, 1; Mrs. Padgett, 2; Mrs. Ainger, 3. Girls, 18 years—Edmondstone, 1; Barrett, 2; Waters, 3. Boys, 4 years—R. Waters, 1; V. Dye, 2; Edmondstone, 3. Girls, 4 years—M. Fisher, 1; E. Lowerson, 2; E. Baton, 3. The handicappers were Messrs. Moloney and Burke, the starter Mr. McNulty (Elmhurst), and the judges Messrs. Lillis, Fisher and McClure.

Business people of the town, as well as those of the surrounding districts, donated various presents, etc., and to them our best thanks are due for their kindness. W. J. Candy and C. Gazzard, joint sees.

## Ararat Doings

THE ballot for the election of Members' representatives in the Ararat Country Centre Area resulted in the appointment of Messrs. J. F. Ashford, J. T. Bourke, H. C. Coleman, F. H. Dye, G. A. Padgett, T. Kendrick, E. McCure, F. McNamara, G. Muhlhan, E. A. Powlett, A. C. Romer, C. E. Stone, C. Spinks and H. N. Stent.

Council's representatives on the Committee will be Messrs. M. J. Young, J. H. O'Donnell, J. J. Lillis, W. F. Manning, A. E. Finch, W. Hayes, H. Becroft and J. Hannah.

The following senior departmental officers were recommended for appointment as Honorary Officers: Messrs. J. W. Smith (Loco Foreman), T. Gleeson (Stationmaster), T. Smythe (Road Foreman) and W. H. Philpott (Works Foreman).

It is hoped that the new Ararat building will be available for opening some time in July.

THE new Institute building at Ballarat will be formally opened by one of the Commissioners on June 5.

A large attendance is expected, and invitations have been issued to Parliamentary representatives.

**BALLARAT CENTRE.**—At a recent meeting of the Committee, it was recommended that the following be added to the list of honorary officers as Vice-Chairmen: Messrs. W. Throughton, A. H. Game, A. Johnston, R. McClelland, and T. H. Gronn.

There was a general discussion as to the form the opening of the new building should take. A sub-committee, comprising Messrs. Maddern, Ward, Jackson, Nolan, Armstrong, Sargent and Dunn, was formed, and it was decided to convene another meeting of the wives and lady friends of committee-men to form a Ladies' Committee.

Mrs. J. S. Rees, President of the Victorian Railways Institute Women's Social Committee, announces that the winning number of the ladies' gold wristlet watch, raffled in aid of the St. Vincent's Hospital Appeal, is 86819.



# Personal.



**Mr. J. Gill**, Foreman Turner at Newport, retired from the Service on 15th ult. Mr. Gill entered the Service on 2nd July, 1881, as an Apprentice Fitter and Turner, and after having served seven years, he went on a visit to England and Scotland for the purpose of gaining further experience at his trade. On his return, he again took up duty in the Department at Newport, and later on was appointed Leading Hand Turner, Sub Foreman and Foreman—the latter position he has held for the last six years.



Before Mr. Gill's retirement, a large representative gathering of the workshops staff assembled. Mr. Taylor, Assistant Workshop Manager, on behalf of the Turnery Staff, presented him with a suitably inscribed suit case, rug and pipe, and on behalf of the staff officers, with a set of gold sleeve links, wallet and pipe.

Eulogistic reference was made by Mr. Taylor to Mr. Gill's many fine personal qualities and his ability as an officer, and his remarks were supported by Messrs. A. Short and J. J. Jaques (Foreman), Mr. J. J. Turner (Principal Timekeeper), and Messrs. J. E. Harrigan and H. Burch (Turnery Staff).

Mr. Gill made a suitable acknowledgment. He has left for a trip to Great Britain and the Continent.

**Mr. Harold Busbridge**, on the occasion of his recent transfer to Maryborough, received from his comrades at Princes Bridge a very nice travelling rug as a mark of their esteem. By his courteous manner Mr. Busbridge made himself popular with his mates and the travelling public alike.

We are pleased to hear that **Mr. W. O. Bagley**, formerly Engine Driver in the Department, and well-known Westinghouse Brake expert, is now convalescent after a recent severe illness.

**Mr. Stanley H. Doorey**, of the Railway Department, Townsville, North Queensland, wishes to thank the staff of the Victorian Railways, especially the Melbourne Signalmen, for their courtesy and kindness to him during his recent holidays in Melbourne.

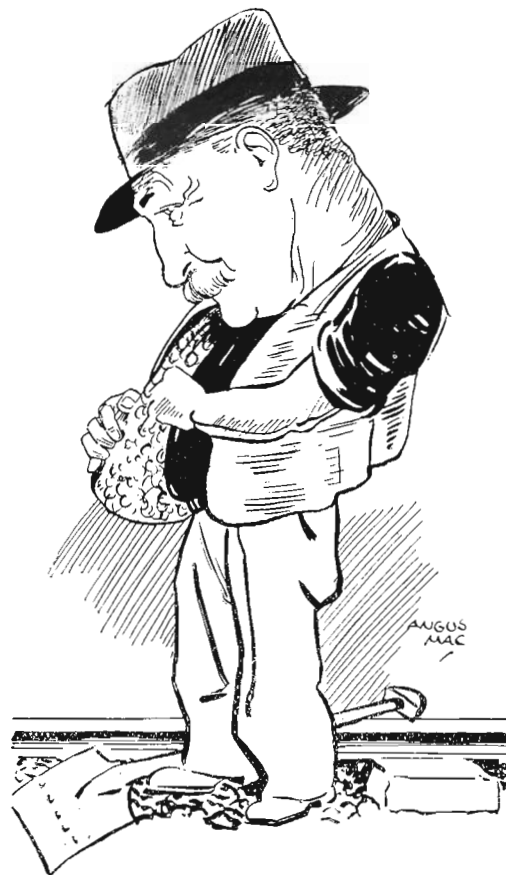
**Mr. B. Purser**, Fitter at the Benalla Loco Depot, has been pleased to hear that his father, **Mr. E. H. Purser**, who has just retired after 51 years' service in the Southern Railway Company, England, is contemplating taking a trip to Victoria.

The Block and Signal Inspectors and Safe-Working Officers of the Department recently met at the Railways Institute to wish bon voyage to **Mr. J. Jackson**, who, with Mrs. Jackson, has left on an extended tour of America, Great Britain and the Continent. Mr. Jackson is on final leave, having given faithful and efficient service to the Railway Department for a period of 42 years. Mr. Jackson was presented with a case of pipes and tobacco pouch by his fellow officers. Mr. Jackson suitably returned thanks.

In the local Railway Institute, Bendigo, a farewell was given to **Mr. and Mrs. A. Grant** and **Miss Nan Grant**, who have conducted the bookstalls at Bendigo station for the last 30 years, and have now resigned and handed it over to the Department, and are taking a trip to England. There was a good muster of railway employes of all branches, including refreshment room staff. Mr. B. Lamb, chairman, spoke of the good fellowship that had existed between Mr. Grant and family with the railway employes for so many years. The chairman handed Mr. A. Grant a travelling rug, Mrs. Grant a purse, and Miss Nan Grant a gold-mounted pen. Mr. Grant feelingly responded on behalf of himself and his family, and introduced his successor, whom the Department transferred from Melbourne to take over from him for the railways.

**Road-Foreman J. Stephen** has been appointed to the Geelong section as successor to **Road-Foreman W. Foley**, who retired.

**Road-Foreman A. Berger** is to take up duty at Warrnambool, vice **Road-Foreman T. S. Hart**, transferred elsewhere.



*Mick Morrissey, Way and Works Branch, Benalla—"Grand Knight of the Sheep Skin Waist Coat"—well known all along the line.*



*The McDonoughs—a Family of Railroaders. Left to Right—W. H. McDonough, A.S.M., Springvale; J. J. McDonough, A.S.M., Little River; J. L. McDonough, R.A.S.M., c/o D.S., Geelong. In Front—The Father, P. M. McDonough. Retired Ganger. P. M. McDonough, the younger, we deeply regret to add, was killed in the Great War. He was also a railwayman (Block Recorder), joined the 7th Batt., A.I.F., and went to the Front in 1915.*

## Maryborough Transfer

**S.M.'s.**—Messrs. D. O'G. King, Gisborne to Baxter; A. B. Faulk, Linton to Underbool; A. F. Forbes, Nangambe to Sunbury; E. Dempsey, Watchem to Beulah; H. C. Scholes, Mologa to Diggers Rest.

**A.S.M.'s.**—Messrs. R. R. Rolls, Longwarry to Clarkfield; C. F. Ryan, Birregurra to Riddell; D. J. Carter, Riddell to Gisborne; R. A. Pickwell, Cranbourne to Malmsbury; M. O'Meara, Gisborne to Chinkapook; S. S. Smith, Drouin to Curyo as Stationmaster.

**Clerks.**—R. Hicks, Relieving Clerk, c/o Metro. Superintendent, to Watchem, as Stationmaster; J. A. Froelich, D.P. Clerk, Colac to Ouyen; H. S. Crapper, Ouyen to Maryborough; E. Kevill, Woodend, promoted to Class 6, at Caulfield; W. P. Drew, Mildura to Woodend.

**Operating Porters.**—W. P. Killeen, Irymple to Maryborough Relieving Staff; J. H. Rice, Litchfield to Irymple; A. G. Cox, Redcliffs to Toolamba.

**Guard.**—Guard D. Morrison, Maryborough to Echuca.

**Yard Porters.**—Yard-Porter J. J. Egan, Ouyen to Warracknabeal; S. Jukes, St. Arnaud to Camperdown, as Shedman.

**Vanmen.**—L. Lewis, Donald to Ultima; J. S. Levitt, Donald to Ouyen, as Yard Porter.

**Porters.**—W. Duncombe, South Kensington to Castlemaine; G. H. Skene, Maryborough to Dunolly; P. J. McLean, Colac to St. Arnaud, as Yard Porter; P. Armour, Maryborough to Geelong, as Leading Porter; H. S. Busbridge, Flinders-street to Maryborough.

At the conclusion of the lecture by Mr. W. Thomas (Assistant General Superintendent of Transportation), at the opening of the Jolimont Lecture Session, on May 4, Mr. W. C. Searle, the Secretary, directed the attention of patrons to the fact that the departmental Cinema Operator (Mr. Grant Allen), who had been the operator for all the lectures since the first session was held, was about to sever his connection with the Department to go into business on his own account. The various lecturers and the lecture committee were indebted to Mr. Allen for the work which he had done in making the lectures a success. Mr. Searle said his going would be a loss to the committee, and to the Department, and he wished Mr. Allen success in his new venture.

A pleasant little gathering was held at Broadmeadows to farewell Mr. Thorpe, A.S.M., who has been transferred to Mologa as Stationmaster. Mr. Dovaston, Repairer, made the presentation to Mr. Thorpe, which consisted of a kit bag, a box of cigars, and a black enamel wallet for Mrs. Thorpe. Mr. Dovaston spoke highly of the esteem in which Mr. Thorpe was regarded by his fellow comrades and the public in general. He was supported by Mr. MacDonald, S.M., and Mr. Hammond, A.S.M., also Mr. Flint, on behalf of the public.

## Transfer of M. Kirkham, S.M.

A LARGE and representative gathering of residents of Maldon and district assembled at the Maldon Athenaeum on Monday, April 26, to say good-bye, and make a presentation to Mr. Kirkham, who had been Stationmaster at Maldon for 3½ years, and was leaving to take charge at South Brunswick.

Cr. R. Hutton occupied the chair, and in referring to the object of the meeting, said that of the many Stationmasters there, Mr. Kirkham stood alone for civility and attention to all.

Reference was also made that, while Mr. Kirkham remained loyal to the department, he had also bestowed unbounded satisfaction to the public, due to his ability, tact and courtesy.

Representatives of local business activities, country people, the fire brigade, and football club made expressions of appreciations of Mr. Kirkham as a stationmaster and citizen.

Mr. Kirkham was presented with a wallet of notes from the residents of Maldon and district.

A welcome was extended to Mr. Cugley, Stationmaster, who had been transferred from Diggers Rest to Maldon.

Guard "Danny" Morris proved a live wire among railroad men during his stay at Maryborough. In view of his transfer to Echuca, advantage was taken at the meeting of the Guards' Guild on April 18 to bid him farewell and present him with a cigarette holder and gold mounted pouch.

At the local depot at Maryborough, on May 7, the foreman (Mr. R. Dawson), on behalf of the staff, presented Mr. H. T. Lunn, who was recently married, with a locally manufactured blackwood pedestal. In conveying the good wishes of the staff, Mr. Dawson wished Mr. and Mrs. Lunn health and happiness.



*Staff at Birchip (left to right).—N. Cameron, Operating Porter; E. C. Anderson, R.S.M.; O. Doobyn, Yard Porter; O. Sowden, Relay Operating Porter.*

## Head Porter Lyons is a Man of Many Hobbies

**H**HEAD PORTER A. E. LYONS, of Benalla, is a man of many hobbies, as well as of many parts. He had experience in farming, butchery, boat-building, and bridge construction before joining the Department, and in his spare time has dabbled in philately, sketching, taxidermy and horticulture.

Fortunately for the Benalla Institute (of which Mr. Lyons is vice-chairman), he has devoted most of his attention during the 12 months in which he has been located at Benalla to gardening, and it is mainly as a result of his untiring efforts—sometimes when the temperature was soaring from 100 to 107 in the shade, sometimes by electric light, after the departure of the last night express—that the grounds surrounding the neat building have blossomed into a sight that would evoke poetic sentiments from the most materialistic, and send a non-member charging off to pay a subscription solely to have an excuse for wandering among the masses of flowers, and across the well-kept lawn.

Mr. Lyons began railway work as a repairer in 1888, but later, under the Signal Engineer, helped to equip the Whittlesea, Warrnambool, Port Fairy, Ingliston and Hamilton lines with signals. He subsequently became 1st class signalman, but a nervous breakdown resulted in his transfer to Flinders Street as Head Porter, followed by relieving duty at Hamilton, Ararat, Maryborough, Castlemaine and finally appointment at Benalla.



## Special Ganger Charman is Accustomed to Big Jobs

**W**HEN the Metropolitan District Engineer (Mr. C. H. Fethney) was tackling the difficult job of raising the Kerferd Road railway bridge at Albert Park he asked for the services of Special Ganger H. H. Charman, and that tall, well-known Way and Works man had a great deal to do with the lifting of the railway bank near the bridge.

It wasn't his first big job by any means. He was actively connected with the Melbourne Yard rearrangement business, and the complicated draining job at Jolimont Junction. He had charge of the first gang to start re-laying operations on the Broadmeadows-Wallan section, and now, with 36 men under him, is definitely booked to complete the work.

Considering that he started at the foot of the ladder as repairer in 1913, and passed his examination for special ganger only four years ago, he has good reason for being proud of his achievements.

The Caulfield line duplication was his first railway job, and after moving up to platelayer and leading hand platelayer, he had 12 months in the Mallee as track ganger. Then, following on further experience

in Gippsland, he received his present appointment.



Mr. J. T. Hally, son of Mr. E. F. Hally, S.M., who has recently been admitted to practice as a Barrister.



Miss Eileen Dwyer, step daughter of Mr. Smith, Depot Foreman, Ararat, who left on April 9th with her uncle, Mr. J. A. Ashworth, formerly driver at North Melbourne, on a trip to Europe. Miss Dwyer is a sister to Mr. Tom Dwyer, Signalman, Murtoa.



Mr. E. R. Wilmot, Plumber, Seymour, who was unavoidably absent when the group photograph of the W. and Works Staff was taken for insertion in the Magazine.

# Goods Shed Staff May Assist Fuel Conservation

All branches must co-operate to save fuel.  
Here's how the goods shed staff can help:

(By W. Ellis, Goods Foreman, Bendigo).

WITH railway work the goods shed staff, I am pleased to say, have kept pace with the go-ahead times. Years ago an employe entering the Goods Branch remained a labourer, because when the department required porters, shunters or loco. men, the vacancies were advertised separately.

Now we have the Railway Institutes with all kinds of classes, which members may attend.

The Goods Staff have come forward in the last few years, and results speak for themselves. Employes have gone out from the Goods Shed with certificates for guards, signalmen, porters and checking porters, with the result that porters and shunting positions are very seldom now advertised for.

Goods men can assist in the saving of coal by not ordering an engine if vehicles can be hand shunted. In the old days an engine would do almost all movements re-

quired, many of which could have been done by hand.

The road traffic is now being watched closely, for it requires the assistance of all branches to cope with it, because it affects all from several sides.

The question is not always freights, but frequently the way goods are handled from the time delivery is taken to time of receipt, also in transit.

We must not lose sight of the fact that traffic, both passenger and goods, is growing, and the more we lose the less number of employes will be required. Goods carried by road would assist to a fuller load, and in many cases with no more coal burnt en route for rail transit.

So it behoves all of us to try and keep to the railways all the traffic we can, for in doing so we are helping ourselves to hold the job each sets himself out to do.

## Good Work Brings Appreciation Such As This

The Maryborough "Advertiser" of May 3 contained the following article:—

"THEY helped us." This paper would like to hand to Mr. Clapp a testimonial to the courtesy and efficiency of our local railway men.

"In all businesses where schemes of reorganisation are in operation, something is likely to go wrong, and 'The Advertiser' in this respect is no exception. Although supplies of paper for our new printing plant were booked up well ahead, the boat conveying a big consignment from Canada (Australia does not yet manufacture this class of newsprint) was considerably delayed, so much so that our available supplies reached the point of exhaustion last week.

"Notwithstanding this, the paper would have reached us in time had not the truck in which it was consigned broken down somewhere along the line. When the truck-load did not come to hand, the position was explained to the local railway officials, who immediately promised to exploit all their resources to expedite delivery.

"The telephone nearly ran hot with the speed with which they got into touch with the position between here and Melbourne. Finally, the truck was located where it had broken down at Castlemaine, whence it could not be shifted pending repairs.

"Arrangements were made, however, to tranship a portion of the paper to an earlier train, and this arrived on Friday night, in time for Saturday's publication, thus relieving the anxiety at this office.

"It is a pleasure, therefore, that we bring under notice the manner in which the local officials carry out the Chief Commissioner's slogan of "Help Us to Help You," and specially wish to mention the names of Mr. T. Gleeson (Stationmaster), Messrs. J. Withell and W. Cowan (of the office staff) and J. Pascoe (goods shed). For their co-operation we offer them our sincere thanks.

"It is the spirit manifested on this occasion that leads to a deeper appreciation of the railway service and the men concerned in it. Mr. Clapp, are you listening?"

## Metal Traffic Is Exacting

*Appreciation is valued when it comes from railway users whose business makes unusual demands upon our resources. The following letter from Mr. A. G. Wellington, Manager of the Blue Metal Quarries Pty. Ltd., Talbot, was handed to the Commissioners when touring in that district last month:—*

ON the occasion of your visit to this district, we presume that, as we are probably the largest user of trucks in this locality, you would like to hear from us regarding the fulfilling of our orders.

Our plants at Talbot and Bung Bong are capable of turning out about 550 to 600 tons of blue metal per day, but owing to shortage of trucks, we have found that we cannot always keep both plants going. However, we would like to place on record our appreciation of the manner in which your staff at Maryborough, Talbot and Bung Bong has helped us to carry on our operations.

The District Superintendent at Maryborough and his staff, also the Stationmaster at Maryborough and his staff, have been most courteous and helpful during periods when the truck position has been acute, and we feel that without their co-operation the position might at times have been much worse.

The Stationmaster at Talbot (Mr. McLeod) and his staff have done their utmost at all times to assist us, being exceptionally willing to help us overcome difficulties.

*This letter is the more appreciated by railwaymen when it is remembered that the metal traffic is the most exacting we have, because most of the quarries have no storage capacity, and trucks must be supplied regularly to keep the quarry operations going.*

*In addition, the metal traffic represents approximately 20 per cent. of the total goods tonnage carried by the Department, but only 6 per cent. of the total revenue. The estimated loss on metal carried at the special shire council rates amounts to £90,000 a year.*

*Honour Roll*

## Long Service Wins a Place Here

Name.	First date.	Service. Length of
A. T. Burton, Works Foreman, Spencer Street . . . . .	1882	44 years
E. O. Davies, Telegraphist, Seymour . . . . .	1882	44 years
H. E. Coffey . . . . .	1882	43½ years
G. W. Long, Chief Clerk, Bendigo . . . . .	1883	43 years
E. E. Chaston, Station Master, Lilydale . . . . .	1883	43 years
F. Philpot, Clerk, Spencer Street . . . . .	1883	43 years
G. H. Scarborough, Signalman, Bendigo . . . . .	1884	42 years
W. Stewart, Station Master, Essendon . . . . .	1885	41 years
W. Tolliday, Station Master, Warrnambool . . . . .	1886	40 years
A. Mitchell, Ganger, Lal Lal . . . . .	1887	39 years
T. McHenry, Fencer, Finders Street . . . . .	1888	38 years
J. Gingell, Ganger, Ballarat . . . . .	1888	38 years
J. Sells, Conductor, Ballarat . . . . .	1888	38 years
P. Callanan, Ticket Checker, Flinders Street . . . . .	1889	37 years
P. C. O'Brien, Checker, Melbourne Goods . . . . .	1889	37 years
W. E. Bolger, Goods Guard, Bendigo . . . . .	1889	37 years
P. Burke, Ganger, Bullabul . . . . .	1890	36 years
W. Duncan, Labourer, Port Melbourne . . . . .	1895	31 years
J. Howard, Gatekeeper, Tooronga . . . . .	1898	28 years
C. B. Hay, Goods Guard, Melbourne Yard . . . . .	1911	15 years
R. J. Oldfield Fitter, Newport . . . . .	1912	14 years
J. Doherty, Gatekeeper, Coburg . . . . .	1912	14 years
D. J. Murphy, Labourer, Arden Street . . . . .	1914	12 years
J. Bell, Labourer, Geelong . . . . .	1917	9 years
E. V. Clapp, Repairer, Borung . . . . .	1920	6 years
J. J. Coen, Porter, Flinders Street . . . . .	1920	6 years

## Forty-three Years is a Good Record of Service

Forty-three and a half years in the service of the Victorian Railways is a record of which any man can be proud. Such a record is held by Mr. H. E. Coffey, who recently retired from the position of second officer of the Government Tourist Bureau, controlled by the Victorian Railways Department.

MR. COFFEY joined the Department on September 27, 1882, and retired on March 2, 1926. He commenced duty as a suburban station clerk at Albert Park. The Hobson's Bay Company's line had just previously been



taken over by the Government. He passed through various stages of station work with the District Superintendents at Flinders Street, Maryborough and Ballarat, also with the Melbourne Goods and the relieving staff.

Three years at the Enquiry Office, Spencer Street, gave Mr. Coffey a good grounding in this

class of work, and he was later authorised to obtain the matter for "Picturesque Victoria," a booklet which afterwards became the standard tourist guide for the State.

When the Tourist Bureau was opened in 1908, Mr. Coffey was appointed second officer, and retained that position until his retirement. He was largely occupied with organisation, the preparation of tourist literature, and conferring with district progress associations on the development of tourist resorts. The inauguration of the "Coach Guide" was largely his work.

Other publications with which Mr. Coffey was connected was "Progressive Victoria," sent for distribution to the Panama Exposition in 1915. He also supervised the taking of several thousands of feet of moving pictures advertising Victorian tourist resorts.

Mr. Coffey was recently the guest of the Bureau Staff, when expressions of goodwill towards Mrs. Coffey and himself were voiced, and suitable mementos of his service with the Bureau were handed over.

The "Moira Independent," Tungamah, reports that, in connection with the recent expression of public appreciation of the services of Mr. J. F. Hornibrook, S.M., recently transferred, and which was conveyed to the Commissioners, an appreciative reply has now been received.

# District Transportation Activities

All districts have felt the benefit of the rains in recent months and report increased agricultural activity and its effect on railway traffic as a consequence. Gippsland reports an unprecedented mushroom traffic, while Ballarat anticipates an 18,000,000 bushel crop.

## Gippsland District

**A** GREAT change has come over Gippsland during the last two months. Areas that were burnt out are rapidly returning to normal. The charred trees are throwing out new foliage, and grass is growing abundantly.

The season promises to be a remarkably good one. Potatoes are still coming forward freely. The principal potato stations have been kept very busy. Up to the present, Koo-Wee-Rup has forwarded 160,000 bags, Garfield 10,500 bags, and Tynong 56,000 bags this season.

The maize crops in Eastern Gippsland are now being harvested, and fair returns are expected, but the crop will not be as heavy as last year.

The Maffra Sugar Beet factory is working at high pressure, a good supply of beets being available. Owing to the dry spell during the growing season, the crop is not as heavy as last year; the sugar, however, is of good quality.

During April and May, the Live Stock Traffic was abnormally heavy, owing to the cattle and sheep from the dry areas in the North and North-Eastern Districts being returned from Gippsland to their home pastures.

The recent heavy rains falling so early in the year, while the soil was still warm, resulted in an abnormal crop of mushrooms in all parts of the district. Hundreds of cases were sent daily from every station. In the height of the season, room could not be found in the vans of trains for them, and trucks had to be attached to accommodate the traffic. This adversely affected the time-keeping of trains, and the staff will long remember the 1926 mushroom season.

A new coal mine has commenced operations about a mile from the Boolarra station. About 30 men are employed at present. It is anticipated that in a short time the output will reach 50 tons a day.

## Geelong District

**W**HHEAT traffic was handled during the month as follows:—

	Season up to 10/5/25.	Season up to 10/5/26.
No. of bags shipped ..	2,945,722	909,029
No. of bags in stacks. .	516,782	306,366

Totals .. . . . 3,462,504 1,215,395

For the month of April, 1926, coal tonnage received at the local pier was 17,395, as compared with 27,011 tons for the corresponding month previous year.

Since the commencement of the current year, a total of 27,864 carcasses of mutton and lamb have been shipped away from the Freezing Works, at North Geelong, for overseas markets.

## Ballarat District

**A**PRIL was a critical month in the District as regards the prospects for the ensuing grain harvest. Exceptionally dry conditions operated in the first three months of the new year, but with the passing of Easter a welcome change arrived, and the Wimmera and Southern Mallee farms received an excellent rainfall, which has put the local farmers in great heart.

It is anticipated that an increased area will be sown this year, and that the forthcoming wheat harvest will be at least an 18-million bushel one.

Fuel conservation meetings were held at Ararat and Horsham, and it is satisfactory to note the livened interest displayed by members of the committee and by all those with whom they come in contact.

Items are raised and discussed with vim, and if the interest in other districts is equal to that displayed in the Ballarat District, there is no doubt that a saving in coal consumption will be more noticeable this year than ever.

## Seymour District

**A**T a recent sale of town properties in Shepparton the growing importance of this great country centre was evidenced by the great demand for business frontages and the high prices paid generally.

At Wangaratta, another important business centre in the North-East, rapid progress is being made, and during the last twelve months extensive building operations have been carried out by business people and private residents.

For some years the borough has suffered under the disability of an unsatisfactory water supply during dry seasons, but as a result of recent extensive boring operations an abundant supply of water has been located. Tests are now being carried out, and it is the intention of the local Trust to instal a powerful compressed air plant.

With an average of over five inches of rain during April the country is now in splendid condition, and present indications are that there will be a record area under cultivation. With the mild weather which followed the break of the dry spell, the growth of the pastures was very rapid, and abundance of winter feed is now assured.

The cultivation of rice is a somewhat new departure, and opens up big possibilities in the irrigated areas of the Riverina. About 2200 acres were planted in the Murrumbidgee area this season, and many crops were expected to yield over two tons per acre. The weather has been favourable, and the grain is of excellent quality.

In the North-Eastern District the vintage was brought to a close on May 1, and the yield throughout has proved to be from one-third to one-half below the previous year in the Rutherglen-Chiltern area.

The continuous rain is seriously interfering with the curing of tobacco leaf, and considerable loss is being anticipated by the growers who have late crops. Good returns are expected from the leaf which was sown and matured early.

One of the largest stock trains yet to run on the Toolamba-EchUCA line went through on May 6, hauled by one of the new Mikado type engines, with a load of 67 vehicles—950 tons—loaded with sheep and cattle.

Processing for the year has now been completed at Kyabram and Shepparton, and will finish shortly at the newly established works at Mooroopna.

## Maryborough District

**T**HE beneficial rains which fell during the month have resulted in considerable activities being reported in the farming area. Increased acreage is being put under crop, and the outlook is very bright. The stock traffic is heavy as a result of the rain, and high prices rule.

A "Back to Maryborough" Movement was arranged from April 24 until May 1. Officials estimate that about 1500 home-comers visited Maryborough; 450 arrived by the special train from Melbourne on the first day, and another 400 by other trains. A busy week was spent at the various entertainments and reunions.

During April the following consignments of fruit were despatched from the Mildura district:—

	Fresh.	Dried.	Bulk Grapes.
Redcliffs .. . . .	3,140	24,050	
Irymple .. . . .	2,325	48,760	
Mildura .. . . .	2,536	32,631	
Merbein .. . . .	15,200	25,068	688 tons
	23,201	130,509	

Notwithstanding the keen motor competition between Melbourne and Daylesford, return of business at the latter station discloses that the total revenue for 15 months ending March 31, 1926, totalled £16,215, an increase of £800 for a similar period ending March 31, 1925.



## RAILWAY MEN IN SPORT

### Railway Riflemen Should Join Up With the Institute Club

THE Railways Rifle Club recently affiliated with the Institute. The club, which was formed about 1900, has produced many crack marksmen, and in pre-war days could lay just claim to being the champion club of this State, having a really exceptional record in inter-club matches.

A new record was recently established in the match against New South Wales and South Australian teams in competition for the Trigg shield, the previous best scores over 300, 600, 700 and 900 yards being beaten by the Victorian Railway riflemen.

On the North Williamstown rifle range, where most of the matches are fired, the club has a room equipped with lockers for the storage of rifles and the old clothes which marksmen are wont to wear.

The annual subscription is a nominal one—five shillings per half-year, Juniors half-rate. Free travelling to the range is granted, and a rifle can be purchased cheaply.

In addition to trophies presented annually for champion and runner-up, prizes are presented for other competitions.

The prescribed musketry course, which it is necessary to fire, has now been reduced to three separate shoots, each at one range. This entitles the rifleman to a free grant of ammunition which is used in club competition.

Team matches are also fired against other clubs, and it is the novice's ambition to qualify for these teams. Age is no bar. Anyone from 16 to 60 may join the club, and many members well past their youth before taking up the pastime have developed into first-class shots.

Rifle-shooting is a healthy hobby, and members will be glad to assist and initiate newcomers into the art of puncturing the elusive bullseye.

Perhaps as a youngster you were a crack marksman in a cadet corps, or had all the local rabbits scared with your accurate shooting with the small bore rifle, and now would again like to prove your prowess with the rifle.

Mr. J. Buttie, honorary secretary, Room 84, Railway Offices, Spencer-street, or the General Secretary of the Institute, will be glad to afford intending members any desired information.

### Commissioners' Cup for V.R. Football Competition



THE Commissioners have presented a very handsome cup for annual competition by the clubs attached to the Victorian Railways Football Association.

The words, "Commissioners' Cup" are engraved on the cup itself, while on the stand is inscribed, "Presented for annual competition to the Victorian Railways Football Association."

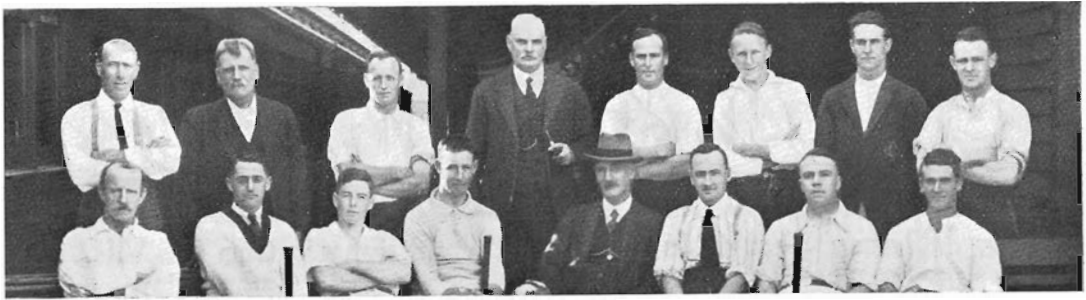
The cup has been formally handed over by the Chairman of Commissioners to Mr. J. S. Rees, representing the Victorian Railways Institute, and Messrs. W. Donald and J. Brain, President and Honorary Secretary, respectively, of the Association, with an expression of the Commissioners' good wishes.

It may be added that the Commissioners agreed to present the cup on the representations of the Victorian Railways Institute, made through the President, who, many years ago, obtained from the then Commissioners the cup now being annually competed for by the Cricket Association.



Les. Hill, one of the leading railwaymen of Benalla (who has the honour of having bowled Ponsford twice), proceeds to deliver the ball while the batsman, Ben Purser, keeps an eye on him.





*Sale Railway Cricket Team is justly proud of winning the district cricket competition for 1926. Here is the team which pulled off the Premiership:—Top row—L. R. Grieves, J. Rae, R. Zenner (Mr. Hutton, S.M.), H. Barlow, R. Johnston, F. Thorne, A. Woollscobb. Front row—J. Ray, L. Rennie, H. Watkins, N. McLean, J. Grieves, junr. (Mr. Lee, Dist. Supt.), N. Stanley, A. Jack, B. Ray.*

**A** PPLICATIONS are invited from Departmental officers for the position of Social Clerk at the Institute, whose duties will be to attend to the organisation and details of social work in the metropolitan area, and to assist country centres in the carrying out of their social functions.

Applicants should possess organising capacity, and a knowledge of advertising, and their educational standard must be equal to the standard demanded by the Department of entrants into the clerical division.

The commencing salary will be £271, and applications should be addressed to the General Secretary, to reach him not later than June 11.

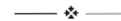


**I**N connection with the movement to form a Wireless Club at the Institute, a meeting has been convened for Tuesday evening, June 15, in the Concert Hall, when the whole matter will be discussed.

All those railwaymen who are interested in the idea are requested to attend so that the amount of support available may be gauged.

## To Correspondents

**E.C.A.**, Balranald Line—Sorry, did not receive Dingo G. Other matter—see this issue some photos; not quality. **E.W.P.**, Narracoorte.—Many thanks; not quite suitable. **J.P.G.**, Newport Area—Sorry, matter rather late, last month's; this issue. **J.T.H.**—Yes, included in this month's. **G.K.C.**—We are holding it in the meantime. **L.E.A.**—Some lines are good, remainder unequal. Try the subject in prose. **St. Abbott**—Will probably use it. Thanks. **Garvey**—Just now we are crowded out. **Alwya V.**—Sorry; not quite suitable. **A.F.**—We are obliged; but cartoon is held for the present. **E.B.**—Signal Shops. Snaps are nice; will use later. **R.D.G.**, Echuca.—Kind of you; we will probably publish.



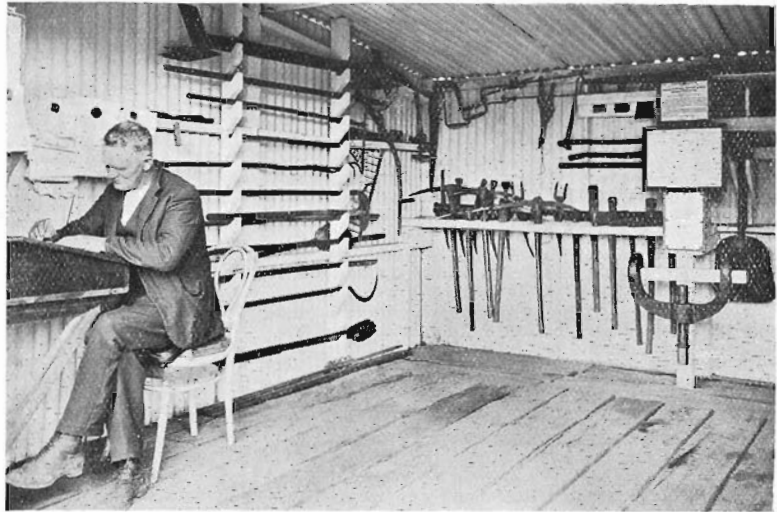
Don't forget that 99 per cent, of good luck begins about seven inches above your shoulders.



*Premiers of the district last season, the Benalla Railways Cricket Club is composed almost entirely of Institute members. Front row (left to right):—P. Corboy, W. Eaton, C. Pevitt (Captain), J. F. Regan (Chairman), L. Hill, A. J. Buttler, W. A. Castles. Second row:—A. Pevitt, H. Williams, B. J. Purser, E. Peake, G. Humphreys, W. Johns (Vice-Captain), A. McMillan, R. Currie (Umpire). Third row:—L. Stubbs, E. Adams, J. Headland, L. M. Carr, W. Holmes and R. Davies (Committeemen), L. Hill had the best bowling average and E. Peake the best batting. C. H. Pevitt has been Captain for two years and Secretary for five.*



*Ganger Boothey's toolhouse is a by-word for neatness and cleanliness at Benalla. It is one of the district's prize huts. The accompanying photograph shows Ganger J. Boothey in a corner of his toolhouse.*



## Thirty Years of Carrying Goods

MR. Norman McDonald is the best known identity at the Birchip station. He has been carrying goods from there for the last 30 years. He recollects that the first S.M. he had dealings with was Mr. Tom Cotter, and at that time Mr. McTaggart was District Superintendent.



The terminus of the line was then Birchip, and the station consisted of three portables, in one of which the postal business was conducted.

The station had no platform, and on arrival of the train at night, passengers were warned, and were assisted to alight by the use of a step ladder.

When the line was opened three years previously, there were 250,000 bags of wheat stacked, representing two years' yield. The average yield now is 80,000 bags. Mr. McDonald accounts for this decrease by farmers going for stock instead.

Blacks were numerous, and he tells of one occasion, when one of them was going to Donald. Being a stranger to soap and water, he was put into an H truck with his greyhound dog.

He also tells of the 1902 drought, when sheep were being trucked away to save them, the freight being paid by promissory notes.

During this bad time relief in the way of food-stuffs had to be sent, and truck loads of potatoes and vegetables were received.

Clothes were also sent, and he mentioned one person who was chopping wood some miles out, who, after getting his "issue," appeared in the town in a swallow-tail coat, stiff white shirt, and belltopper!

The other day Mr. McDonald was assisting to load machinery, and the weather wasn't exactly cool. After the loading was completed, the owner suggested adjourning for a thirst quencher. This was declined, the reason given that "It's a bit late now."

"Oh, no!" said his friend; "it's only 5 o'clock."

"That might be," said Mac; "but I haven't had

THIS photograph of Guard Tom Wilson, taken on the day of his retirement from the Railway Department on May 1, 1926, shows a particularly bright and alert reproduction of the genial Tom.

Guard Wilson joined the service on August 18, 1885, and his movements from then on were Porter at Talbot, 15 months at Broadford, Tallarook signal box two years, 15 months Guard Glen Iris line, 7 years Guard at Princes Bridge, and 28 years as Guard on the Ballarat - Skipton Line.



In the course of a chat with him when he "signed off," he said that at one time on the Skipton line twelve four-horse coaches met the train from Ballarat on Monday morning, conveying miners to Scarsdale, while at Christmas and holiday periods every vehicle on wheels was utilised to convey passengers from the train. The train was composed of an "F" class engine and four cars, and an extra car at week ends.

In those days Scarsdale was manned with a Stationmaster and Porter, and it was a regular thing for the Newtown yard to be filled with trucks, and for the S.M. at Scarsdale to go to Newtown on Mondays to assist with the shunting.

Those were the days of the gold rush at Pitfield, Browns, Scarsdale and Linton, and the country still bears evidence of the "rush," while fossickers are still to be seen on the old mining grounds. At the present time an effort is being made to re-open the fields, as the general opinion is that the field has not been fully worked.

The Skipton townspeople were so enthusiastic over the excellent service rendered to patrons of the Department that they intend entreating Guard Wilson at an early date to show their appreciation of his conduct of the service.

a glass of ale for 35 years, and it's too late to start now."

Mr. McDonald is now in his 67th year, and is still hale and hearty, and looks good for another 30 years. He is an expert on goods rates, and can point out under and overcharges before the waybills are checked.

Being a Scotchman, you can't get at him!—E. C. Anderson, R.S.M.

# Way and Works Undertakings

## Oakleigh District

**C**ONSIDERABLE work has been in progress in this District during the month. Particular attention has been devoted to the restoration of bridges on the Noojee Line. The work done by the gangs on this line is highly commendable, and indicates that railwaymen can be depended upon to rise to the occasion when an emergency arises.

Material was quickly assembled, and no time was lost in putting the bridges into a condition to permit of locomotive running.

New stations are being erected between Ivanhoe and Heidelberg, and between Ringwood and Bayswater. Arrangements are being made to push ahead with further new stations near Clifton Hill and Canterbury.

A new passenger loop and platform is being provided at Glen Iris, whilst the duplication of the Darling Line between Burnley and Heyington is being expedited.

Signal boxes are being erected at Thornbury and Windsor; in both cases the structures are well advanced. At Windsor also a new weighbridge is being provided.

Concrete departmental residences have been erected at Erica, Moe, Bonbeach, whilst another is in course of erection at Cheltenham.

Septic tank installations are being erected at Ringwood and Greensborough, whilst that at Upper Ferntree Gully has been completed.

Culverts are being constructed in two points beneath the track between Mitcham and Croydon, through which the new pipe line from the O'Shanessy Creek water supply will be run.

The diversion of the Olinda Creek at Lillydale, which involved the erection of a new bridge, has been effected.

The permanent way gangs have been busily engaged in renewals to rails, points and crossings, particularly within the suburban area.

A new turntable has been installed at Dandenong. A ballast train, comprised of the new 30-ton "J" class trucks, has been running during the last month, discharging on the South-Eastern Line, between Dandenong and Koo-wee-rup, and on the Eastern Line, as far as Warragul. These new trucks gave every satisfaction.

The reconditioning of the St. Kilda Brighton electric street railway tracks at Elwood is proceeding, and should be finished about the end of March. All the concrete foundation work is completed, and the tracks will be pulled back to their original position next week.

Relaying of the track with 100 lb. rails on the Darling Line is well in hand, and a commencement has been made with the reconditioning of tracks on the Eltham to Hurstbridge Line in connection with the electrification of that line.

The new Signal Box at Windsor is now well advanced.

A new concrete D.R. has been erected at Moe, and is now ready for occupation. Two more concrete houses are also in course of erection at Cheltenham and Bonbeach, and the work on both is well in hand.

## Geelong District

**E**XTENSIVE improvements are now being carried out in the Geelong goods yard. The roadways therein are being regraded, drained and pitched. A special gang is now employed strengthening the track between Laverton and North Geelong.

Private siding for the British Imperial Oil Company Limited at Colac East has been completed. This company has of late put in a number of sidings.

A footwarmer plant has been provided at Cressy, and a similar appliance is being installed at Geelong.

A commencement has been made with the work of providing a footbridge at Hamilton.

## Ballarat District

**T**HERE has been considerable activity in the Ballarat District during the last month. Renewals in the maintenance of the district have been pushed along, and the close of the year will find the programme completed.

The new works to be carried out or in hand are as follows:—At Dimboola, four new concrete residences are to be built, and they will be of modern design and have all necessary conveniences.

A commencement has been made with the provision at Ballarat North of a new depot for the Way and Works Branch.

The wooden footbridge at Stawell is to be replaced with an up-to-date one.

A lifting crane of 2 tons capacity is being provided at Netherby, and it will be of great assistance in discharging agricultural implements and other heavy freight.

A new loco depot with accommodation for six engines is being provided at Ouyen, and the work is already in hand.

Extensive drainage in connection with this depot will also be provided.

A siding for the British Imperial Oil Co. is being provided at Mildura in connection with the scheme of bulk distribution of oil.

At Bet Bet a new residence in concrete is being built.

At Diapur, the new reservoir has been completed, and a good rainfall is necessary to fill it.

The new Works Depot at Dimboola is well in hand, and the transfer from Horsham to Dimboola of the staff will be at no distant date.

A two-ton crane has been provided at Merbein, and the addition to Mildura station is being pushed to completion.

The building for the Railway Institute at Ballarat has been completed, and the furnishings from Ballarat East transferred to the new accommodation.

Good progress has been made with the additional train crossing facilities at Ballan, and the similar work at Gordon is in hand.

At Millbrook the goods platform has been completed, as also has the widening of the goods platform at Rockbank.

A concrete D.R. at Sheep Hills is nearing completion, and the residence at Donald is well in hand.

At Ballarat, on the south platform, the Station-master's office, booking and telegraph offices, are to be completely remodelled, and the preliminary work has been completed. During the alterations business will be carried on as usual.

The Ballarat North Workshops are to be provided with standard racks for the stores and equipment.

## Bendigo District

**B**RIDGES over the River Murray at Robinvale and Gonn's Crossing, at Murrabit, are well in hand, and the latter will shortly be completed.

The opening of the Balranald Line has necessitated the establishment of an additional Road Foreman's Section, with headquarters at Echuca.

The new stockyards at Clarkefield and Elphinstone have been completed.

The construction of new signal box at St. Albans, and extension of signal bay at Sydenham, together with provision of automatic gates at these locations, are being proceeded with.

The substitution of fibro-plaster for existing iron lining in several Departmental residences in the northern portion of the district is being carried out.

## Can You Answer These?

Where can a man buy a cap for his knee?  
Or a key for a lock of his hair?  
Or can his eyes be an academy because there are pupils there?

In the crown of his head what gems are found, and who travels the bridge of his nose?

Does the calf of his leg become hungry at times, and devour the corn on his toes?

Can the crook of his elbow be sent to gaol? Where's the shade from the palm of his hand?

How does he sharpen his shoulder blades?  
I'm hanged if I understand!



Carpenter Gorwell,  
the handyman at  
Benalla, was  
"caught" by our ar-  
tist off to do a job.

ON behalf of my executive, I have to thank you for the very efficient manner in which the arrangements for our excursion to Flinders Naval Base were carried out by your Department. We hope that it will not be long before a similar trip, under such favourable auspices, can be arranged to some other place of interest.—**Richard Gipps, Secretary, English Speaking Union, writing to the Chief Time Tables Officer.**

I WOULD like you to know that our Sports Carnival on Easter Monday was an unprecedented success. We are not unmindful, in the midst of our pleasure and gratification at that success, of the great service rendered by your Department in agreeing to allow the evening train to depart at 5.10 instead of the usual time, 3.45. This concession solved for us a difficult problem, and contributed in a very large measure towards our success. The consideration of a great Department like yours towards us, a comparatively obscure committee—showing as it does a splendid desire to extend a helping hand where practicable—is greatly appreciated.—**T. H. Andrews, Secretary, Wonthaggi Recreation Reserve Committee, writing to Secretary for Railways.**



Mr. E. H. Holmes, well-known clerk in the General Passenger and Freight Agent's Office, was presented with a handsome clock and a smaller travelling timepiece by the staff on the eve of his recent marriage to Miss Netta Tuttleby.

The marriage was celebrated at the Epping Street Memorial Church, and the officiating minister declared afterwards that he had never seen such a large crowd of friends and well-wishers at any other marriage which he had solemnised. Mr. Ian McLean, one of the bridegroom's fellow officers, was best man. Mr. and Mrs. Holmes spent their honeymoon at Queenscliff.

## Mr. W. Reid Retires—Inventor of Signal Apparatus

**MR. WILLIAM REID**, Special Officer, Signal and Telegraph Branch, retired from the Service on March 31st. Mr. Reid, who was a son of Mr. J. Reid, a former Inspector of Works, joined the Telegraph Branch as an Improver in January, 1883, and after some years spent in manufacturing and repairing electrical instruments in the Telegraph Workshop, was transferred to the maintenance of telegraphs. In 1910, when the whole of the signalling apparatus was put under the charge of the Chief Engineer of Way and Works, Mr. Reid was transferred to the Way and Works Branch, and as Inspector of Electric Signals, was placed in charge of the installation and maintenance of all electric appliances used for signalling purposes. In 1918 the title was changed to Signal Supervisor, and in 1922, on the formation of the Signal and Telegraph Branch, in July, 1922, Mr. Reid went from the Flinders-street Depot to the Head Office as Special Officer for the S. and T. Branch. During this last period Mr. Reid was engaged on the preparation of a Book of Instructions for the S and T. Branch, and



served on many committees engaged in investigating various phases of railway operation. Mr. Reid is the inventor of various electrical appliances, the best known being the Reid's Reverser, used for control of signals, which has been in use on the Victorian and other railways for many years past.

On Friday, April 30th, a smoke social was held in the Railways Institute, Flinders-street, in honor of Mr. Reid's retirement, at which over 100 officers of different branches were present to pay a tribute to his pleasing personality. Owing to the unavoidable absence of the Chief Engineer of Signals and Telegraphs, Mr. F. M. Calcutt, Mr. S. P. Jones, the Assistant Chief Engineer, took the chair, and an excellent programme was rendered by Messrs. R. Brown, Cal Gay, Florimal, Newbound, Roberts, the Musical Muggs, and Professor Leonardo. In proposing the health of the guest, Mr. Jones read a letter from Mr. Calcutt, in which, after regretting the loss of a valuable officer, he particularly referred to the loss of the raconteur of the Branch. This was a phase of Mr. Reid's career which made him an outstanding character in the less serious periods of official life. Mr. Jones referred to the long and honorable service Mr. Reid had given the Department, and in wishing him a long period of enjoyment during his retirement, made a presentation of a case of Barling pipes, a tobacco pouch, and a handbag for Mrs. Reid. Messrs. Evans, Deasy, Roberts, Beary, Sullivan, Phelan and Ford supported the toast, and testified to the good feelings that had existed for Mr. Reid for so many years, to which Mr. Reid feelingly responded.

## Mooroopna--A Great Fruit Loading Centre

"Learn about your own State" is a good motto. Railwaymen who write describing their district are enabling their colleagues to learn about Victoria's wonderful resources. Mr. H. G. Hooper, S.M., Moe, but formerly of Mooroopna, writes interestingly concerning his former district.

**M**OOROOPNA, three miles from Shepparton, and four miles from Ardmona, is the railway town from which practically the bulk of the fruit grown at Ardmona is loaded to be sent to the Melbourne and Sydney markets. It is regarded as the heaviest soft fruit station in Victoria.

For many years Ardmona was the only fruit-producing district in the Goulburn Valley, and it still occupies a foremost position so far as the aggre-



**MOOROOPNA STAFF.**—Back row (left to right)—P. McConnell, porter; A. L. Gough, operating porter; L. Clarke, operating porter. Front row—V. J. Saunders, lad porter, W. P. Coutts, A.S.M.; H. G. Hooper, S.M. (now at Moe); A. F. Challis, porter,

gate annual yield of well-conditioned produce is concerned.

Some of the largest apricot, peach and pear orchards in Victoria have been planted at Ardmona, where the deep, rich, red friable loam enables the roots of the trees to go well down and draw supplies of plant food from the fertile subsoil.

So far as the suitability of the land around Ardmona is concerned, there is nothing to be desired, and an increase in the demand for fresh fruit than can be produced, in conjunction with the establishment of the overseas trade for canned and dried fruits, would be followed by an enormous expansion of the industry.

For some years a dehydrating plant, formerly owned by Swallow and Ariell, but now worked on co-operative lines, has operated at Mooroopna.

With young orchards coming into bearing, thus increasing the fruit yield, growers have up to

During the three years Mr. H. G. Hooper was S.M. at Mooroopna he continued the harmonious relations between the public and the railway staff, which existed when his predecessor (Mr. R. McLean) handed over to him.

Before leaving Mooroopna for Moe, Mr. Hooper was presented by the fruit-growers and public with a wallet of notes, whilst the staff at the station gave him a gold Albert.

Mrs. Hooper was presented with a beautiful copper fruit stand, and copper vase from the members of the Presbyterian Ladies' Guild, of which she was a member from the time of her arrival in Mooroopna.

the present year been practically at the mercy of proprietary canneries in Melbourne in regard to the disposal of their canning fruit. This year, however, after surmounting numerous difficulties, the growers have had the satisfaction of having their own cannery to process their own fruit.

The cannery is built adjacent to the dehydrating plant, and quite close to the Mooroopna station, to which it is connected by a short siding.

The main factory, 320ft. by 105ft., is built of wood and iron, whilst the concrete storeroom is 200ft. by 100ft. The whole of the floors are of concrete with a granolithic surface, and it is claimed that this is the best available floor.

The very latest labor-saving appliances have been installed through the cannery. Ninety-five per cent. of the machinery used is of Australian manufacture.

Although the cannery has only been in operation since December 15th last, the total output up to March 15 was 1,250,000 tons, and no trouble whatever has been experienced in disposing of this total, which, it is estimated, is a little more than one-third of the anticipated output for the season.

The general manager of the cannery is Mr. H. J. Williams, and the factory manager is Mr. A. Cameron.

The operations at the cannery, of course, have made a decided decrease in the amount of fresh fruit received at Mooroopna station during the present season, but the Department will benefit later on during the winter months when some tons of canned fruits will be shipped overseas.

The greatest number of louvre trucks of fresh fruit loaded at Mooroopna in one day is 26, which total was reached on March 16, 1923, but four days later, although two trucks less were used, the huge total of 10,410 cases was loaded in one day.

This number still stands as a record for one day's loading, and now that the future success of the cannery is assured, it is safe to assume that this record, as far as fresh fruit is concerned, will never be broken.

## Horsham—The Capital of the Wimmera

**H**ORSHAM is situated on the banks of the Wimmera, the waters of which flow placidly through this inland centre. The Wimmera River originates in the Grampians, at the back of Stawell, and flows in a southerly and western direction, and empties itself into Lake Hindmarsh, the overflow of which reaches Lake Albacutya, from whence the water runs out into creeks and billabongs.

The Horsham township is on the direct route of that followed by Cobb and Co.'s coaches from Portland, through Balmoral. It is a place of some specific interest, the value of buildings erected last year totalling £126,000, including an imposing high school, the building of which involved an outlay of £23,000.

The Mayor (Cr. Wilmoth) is a leading barrister and solicitor in the district, and he takes a live interest in the progress and welfare of the town and borough.

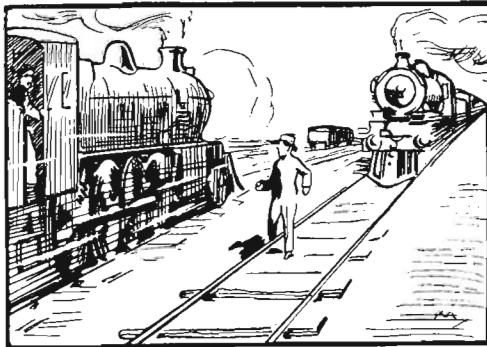
The railway service to and from Horsham is an excellent one, including travelling by the Up and Down Adelaide express trains, as well as by the express train from Perth, which reaches Horsham at 6.20 a.m. on Mondays, Wednesdays, and Fridays of each week.

The local railway business is managed by Mr. W. Price, S.M., who has had a varied career in the Department, and is completing his term of service at Horsham station.

The revenue from the goods business for the year ending June 30, 1925, was £27,272, and the passenger revenue £19,286, while the revenue derived from the forwarding of outwards and inwards consignments of parcels reached the large sum of £1692.

The S.M. is ably supported by Mr. C. H. McInroy, who has charge of the goods business, and Mr. Davies, in whose capable hands is left the conduct of the heavy passenger traffic.

(Railwaymen are invited to contribute articles concerning their district.)



# SAFETY FIRST

NOTES FOR JUNE

## Take Care When Stepping Out of the Pathway of One Train Not to Step into the Track of Another

### STOP THE HORSEPLAY!

**A**N employe in one of our Goods Sheds had his eye injured as the result of horseplay. A missile was thrown in fun, and struck him in the eye.  
Cut out the horseplay!

### WATCH THOSE BALL POINTS.

**O**NCE again an employe has fallen a victim to the ball-point accident. This time a shunter was riding on the step board of an engine, when the ball on the handle of a set of points flew up and struck his leg.

Keep your eye on the Ball Points.

### DON'T TAKE FOOLISH CHANCES.

**A**N employe travelling on a motor tricycle had a lucky escape last month. After making enquiries as to the running of a certain train he tried to reach his destination before it, but he was overtaken, and was just able to throw himself clear, the motor tricycle being badly damaged in the smash. This man took a chance which nearly cost him his life. Don't you ever be so foolish.

### IT MAY HAPPEN AGAIN!

**A** GOODS Guard standing at an open door of a Tait carriage received injury to his thumb, which was jambed by the sliding door closing quickly as a result of the sudden stoppage of the train in which he was travelling.

Readers should make a mental note of this accident, as it may help them to prevent a similar mishap to themselves.

### COUPLE UP WITH CARE.

**C**OUPLING-UP may be regarded as a simple operation by those who perform this duty many times daily, but it is one that should be done with care.

Many an employe can tell a story of broken, crushed, or bruised hands and fingers as the result of an accident when coupling up vehicles.

### STOP THIS TYPE OF ACCIDENT.

**I**T is becoming almost a weekly occurrence for someone to receive an injury, chiefly to the ankle, through jumping from engines, trucks, or other vehicles on to stones or uneven ground.

Some of these accidents certainly occur at night, but many have taken place in broad daylight.

Form the habit of looking for a safe spot before alighting.

### CROSSING THE PIT.

**S**O many accidents have occurred to employes crossing the pit from one platform to another that we want to warn all those whose duty requires them to do this to get into the habit of making sure of their footing when crossing over.

Never forget to be on the lookout for trains, and always allow sufficient margin to cross in safety.

### GOOD RESOLUTIONS.

Here is a good resolution; study it and keep it well in mind, and you will come out ahead in the end:

Whereas: During the past year I have had much for which to be thankful, having been spared from accident, and been preserved in health and strength so that I can hold a good job, and

Whereas: Many of my fellow employes have suffered injury through violation of safety rules and other unsafe practices, causing them loss of wages, personal discomfort and suffering, and their families much inconvenience, and in some cases actual sacrifice, therefore,

Be it Resolved that: Hereafter I will show my gratitude and prove worthy of the aforesaid blessings of good health, by performing my duties in a safe, efficient and faithful manner, and at the same time guard the welfare of those dependent upon me, protect myself, and set a good example for my fellow workmen, and, further, that I will not fail to promptly report for correction to my superior any unsafe practice or condition which I observe, with a view of avoiding injury to myself and others.—"Illinois Central Magazine."

Health is More  
Desirable  
than Riches

## Health Hints for the V.R. Family

Observe the  
Rules for  
Health.

### Inferiority often Felt by all People

THE feeling of inferiority is an experience so nearly universal that it cannot be considered abnormal or evidence of disease. Most of us have had this feeling at some time in our lives, such as when making a speech, undertaking a new job, or taking a prominent part in some social function. The stammering, trembling, palpitation and emptiness of mind which comes at being called on to face a new situation are familiar to us all.

However, by establishing habits of courage and self-reliance, and by learning to attend to the matter in hand, rather than to our feelings, most of us have been able to overcome these difficulties. If these feelings of inability to meet the situation are not faced frankly and overcome, one establishes a habit of fear. Then the sense of failure and the feelings of inferiority become habitual, and one's lot will be indeed unhappy.



Isaac Norton, who has been caretaker of the Railway Institute at Benalla since its inception.

### Eighteen Rules for Health

HERE are 18 rules for personal hygiene. 1. Begin with a human appraisal by having a health examination.

2. Improve immediately any defects or correct any faulty habits that such an examination may disclose.

3. Breathe fresh air all the time.

4. Get outdoors as much as you can.

5. Seek the sunshine.

6. Eat plenty of wholesome, well selected nutritious food.

7. Drink plenty of water every day.

8. Do not overeat, and avoid overweight.

9. Work hard, play often, and have a good

You're enjoying good health,  
—that's Pleasant

You want to remain so,  
—that's Natural

You may be careless,  
—that's Possible

You may have an accident,  
—that's Probable

You sincerely hope not,  
—that's Evident

Then practice "Safety,"  
—that's Wisdom

time at both.

10. Sleep enough; outdoors, if possible.

11. Exercise every day.

12. Wear sensible clothes, light and loose.

13. Be cheerful, serene, and contented.

14. Don't let your nerves ever get the best of you.

15. Take proper care of your eyes and other important human organs.

16. Keep poisons out of the system.

17. Get your hygienic advice from reputable, regular physicians or scientific health agencies, and not from cults, quacks, and "patent medicine" advertisements.

18. Stand up and face the world, for the world is all at your feet.

Happiness in this world, when it comes, comes incidentally. Make it the object of pursuit, and it is never attained. Follow some other object, and very possibly we may find that we have caught happiness without dreaming of it; but likely enough it is gone the moment we say to ourselves, "Here it is!"—Nathaniel Hawthorne.

We overvalue knowledge against wisdom, speed against sureness, standardisation against originality, phrases against truth, democracy against individualism, the State against the individual soul. We are living in the age of the cinematograph mind, and no man remembers in the evening what he read in the morning.—James M. Beck.



"I am a broken man," said a poet.  
"Well," said a friend; "I inferred that from your pieces."

"Sally," said a young man to a damsel who had red hair; "keep away from me or you will set me on fire."

"No danger of that," was the answer; "you are too green to burn."

An Irishman who was found guilty of stealing coffee, was asked by the magistrate what he did with it.

"Made tay with it," was the Hibernian's reply.

A farmer remarked to Jacky about his poultry: "Did they come from a good strain, Jacky?"

Jacky: "No plurry fear, boss; I got them out of a passenger train."

An Irish railway conductor was trying to make room for more passengers than the train would hold.

"Will thim in front," he said, "plaze move up, so that thim behind c'n take th' places ov thim in front, an' lave room f'r thim that's neither in front nor behind?"

"I want some collars for my husband," said the woman, "but I am afraid I have forgotten the size."

"Thirteen and a half, ma'am?" suggested the shop assistant.

"That's it. How did you know?"

"Men who let their wives buy their collars for them are always about that size, ma'am," explained the observant salesman.

An engine-driver and a fireman had been to a dinner. The driver had honored all the toasts in the orthodox manner, with the result that when he departed for home, running very much behind schedule, his steps were uncertain.

However, with the fireman acting as pilot, he progressed very well until opposite a doctor's house. There he stopped and refused to proceed any farther.

"No, mate," he said. "I've been on the carpet once for passing a signal at danger, and——" (pointing to the red lamp over the doctor's gate) "here I stop till she turns green."

Bill thought his gas was getting low;  
He struck a match; the tank let go—  
Bill sailed three miles right in the air;  
Three miles on a pint is pretty fair.

"Sonny," said the doctor to a youngster, "what shall I bring you, a brother or a sister?"  
"If it is all the same to you, Doctor, I'd like a pony."

Wife: "Judging by this article on electricity, very soon we'll get all we want by touching a button."

Hubby: "You'll never get anything that way because you never touch a button. Just look at my shirt."

"What a dear little boy! What do you call him?"  
"It depends on wot 'e does."

Teacher (to little boy): "How many animals have you at home?"

Little Boy: "Four. Mamma's the dear, baby's the lamb, I'm the kid, and dad's the goat."

## Jolimont Lecture Season

"I WISH I were lucky enough to be selected for a trip abroad." How many Victorian railwaymen have made this remark when they have heard of railway officers being sent overseas for experience.

Not everyone can be selected for this training, but it is possible for practically every railwayman in the metropolitan area to experience the next best thing—that is to hear first-hand from those who have been overseas detailed descriptions of what they saw and of what they learned.

Senior officers recently returned are giving a series of lectures at the Lecture Hall, Jolimont. The first lecture was on Tuesday, May 4, when Mr. W. Thomas, the Asst. General Supt., was the lecturer. The Chief Electrical Engineer, Mr. H. P. Colwell, is listed for the second of the series on June 1, his subject being "Notes on My Recent Trip." Mr. S. P. Jones, the Asst. Chief Engineer of Signals and Telegraphs, will lecture on Tuesday, July 6, on "Railway Signalling in America."

Many a man has cheated his creditors by having property in his wife's name, but no one ever escaped accident by having Safety that way.



As our artist sees Mr. P. A. Forbes, foreman upholsterer at the Newport Railway Workshops.





*The attractive Institute garden formed an appropriate setting for this group of the Benalla refreshment room girls. The Manager (Mr. Rogerson) is on the extreme left, and his wife on the right.*

## *Co-ordination of Transport*

### *Facilities Continued from page 10)*

munication, they must be prepared to pay for the special service which they demand.

"They pay for this service in two main directions:—

1. The loss which accrues on railway operations must be made good out of general taxation. Therefore, the general taxpayer suffers, not merely the railway or motor transport user.
2. The cost of constructing and maintaining the roadways to a standard suitable for heavy motor traffic must also be provided.

"The Commissioners feel that they have a mandate from the people of the State, through the Government, to provide for its transport needs. Such service must be given by, and, in so far as practicable, not at the expense of the existing transport utility.

"Your railways operate at cost. Would any private operator be prepared to do that?"

"Such operators provide service generally speaking only on routes where there are already means of transport, and they are in the business for what they can make. Your railways give regular and continuous service. The privately owned service would probably go out of business in times of depression, or, in fact, whenever it suited them to do so.

"We claim that the railway is the safe way. Under the existing laws there is no proper examination of applicants for motor licences. Our railway operating staff are subjected to a long period of training as well as rigid periodical medical tests.

"If the people demand road motor service, the Commissioners should and will provide and maintain high class motor coach services where the traffic is sufficient to warrant it."

Continuing, Mr. Clapp said that the railways are also faced with competition for goods traffic. At present, this competition is not considerable, and the Department was combating it by improving the goods services, giving quicker delivery, and taking special steps to ensure that damage or loss occurring in transit is reduced to a minimum.

It was the intention of the Commissioners to introduce a warehouse to warehouse delivery system for certain commodities of goods traffic, and the details of this scheme are at present being worked out.

Eventually, in the larger cities, the Department would operate its own motor truck services, although in the smaller communities the delivery arrangements will undoubtedly be made in conjunction with local carriers. In

the outback country the Commissioners were looking to private enterprise to help them by running feeders to the nearest railhead.

"The Commissioners pay for the operation of their present motor coach fees similar to those paid by other operators," Mr. Clapp added. "They comprise £30 for registration and £1 licence fee. For these fees we are running our coach at the rate of 72,000 miles a year. What damage we do to the roadway I am unable to say, but I am certain that £30 does no more than cover a small fraction of the damage caused by this yearly motor coach mileage.

"If we were charged for the operation of our motor coach a tax of 1d. per mile, we would be required to pay £300 per annum, in comparison with the existing fee of £30 per annum.

"I am a strong advocate of good roads, but the commercial user should be so taxed as to discourage him from operating competitively on such roads to the detriment of the existing transport facility and the private owner, for whom the roads are constructed.

"The basis of taxation is a problem to be solved, and I am of the opinion that the solution perhaps may be found in the formulation of a tax computed on a ton mile basis, subject to a proper distribution of weight per wheel.

"Our present stage of development is not sufficient to support a State-wide scheme of commercial motor roads, as well as the existing network of railway lines upon which such a large capital expenditure has been invested.

"In any case, the expenditure of funds on roadways suitable for commercial vehicles, which parallel railway tracks, is unwarranted, and to discourage the use of these roadways for such a purpose it is essential that there should be an equitable basis of taxation.

"Looked at from the strictly economic point of view the operations of the commercial road motor vehicle should be confined to acting as feeders to existing transport facilities, excepting that in special cases they will be required to supplement existing services.

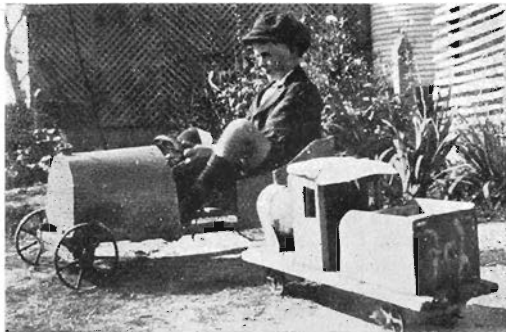
"If allowed to operate without restriction, road motor pirates will take the cream (high grade traffic) and leave us the skimmed milk (low grade traffic). We have no quarrel if they go on the road, and are regulated as common carriers, which obligates them to take all traffic offering, whether low or high, at rates subject to State regulation, and, as previously stated, they should also be obliged to pay their fair share for the upkeep of the roads."



**UNCLE BEN** announces with pleasure that the following nephews and nieces sent in correct answers to the jumbled station names puzzle that appeared in the April Magazine:—Valmai Todd, Cressy; Ethel Coburn, Benalla; Grace Pike, Footscray; Jimmy Reid, Yarram; Ronnie Todd, Yarram; Lennie Todd, Cressy; Jim Coghlan, North Geelong; Jack Machin, Inglewood.

Uncle Ben now thinks he printed a rather difficult problem in the May Magazine, in the missing words puzzle, for his family, so that, this month, he would like his nephews and nieces to supply the missing words in the following lines:—

It is never — to mend.  
Honour your —  
Absence makes — grow fonder.  
'Tis distance lends — to the view.  
Like angels' visits — and far between.  
Honesty is — policy.



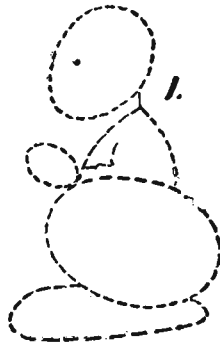
Master Jimmy Reid, of Yarram, sends a nice little photo of himself, seated in his model motor car, near his safety first engine, which we show in the adjoining picture. Good of you, Jimmy.

Uncle Ben wishes to congratulate Masters O. S. Spink, Ascot Vale; T. Brown, Geelong West; Fred Godfrey, Lilydale; Leslie Ritter, Harcourt; Estelle Daly, Birchip; upon the nice drawings of the engine and train which they sent him.

### CHILDREN'S COMPETITION.

The Children's Competition this month looks a little harder than last month, but if you try it you will find it comparatively easy.

Outline the circles in fig 1, carefully fill in as shown in fig. 2, and then black out as in fig. 3, and the sketch is complete.



**ETHEL RAE, Goornong:** Although not quite correct, you have done very well. Your writing is good. Am pleased to hear from you.

**Mirie Russell, Ballarat East:** You have almost correctly supplied the missing words. It was not by any means an easy puzzle. The station names were right. I like what you say about your pet cat, and animal week. Linda Cook's address is: c/o S.M., Kerang.

**Minna Bremner, Benalla:** Glad to hear from you, Minna. You are right, excepting for one word in the puzzle.

**Linda Cook, Kerang:** Two letters received. Words are correct. I am hoping for your success at the exams. You will let me know, won't you? Thank you for the little tale. By and bye I will tell you.

**Lionel Cowley, Balmoral:** I am pleased, Lionel, to welcome you as my nephew, and must compliment you on your nicely worded letter, giving as it does a brief description of the district, as well as all about yourself, sister and brother at school. Your solution correct.

**Jean Maclean, Ballarat:** Very pleased to hear from you, Jean, and to read what you say about the garden. I think it must be splendid. Many thanks. I certainly will. Words are correct.

**Hilda Hutchins, Natimuk:** Pleased you spent so enjoyable a holiday. It was interesting, as you say, to visit all those delightful places. You are a welcome niece, Hilda, certainly. Solution is correct.

**J. Lewis, Bowman:** Yes, your solution is right. Sorry there was the hitch in your receiving the Magazine. You are a good penman.

**Betty Straughair, Mortlake:** Sorry you did not get the Magazine earlier. The solution is right. Hope you succeed in finding the missing words.

**Kathleen Cashmore, Quambatook:** Glad you like to read the replies. I am pleased to hear from you, Kathleen; try to send me a letter each month. Your solution is correct.

## Stop! Look!! Listen!!!

When old man Winkley of Toronto died from heart attack, brought on it was thought by his failure to win the charming young widow, Leila Calthorpe, he left his four million dollars to his nephew, Fergus Wimbush, on the one condition that he succeeded where he had failed.

Don't miss seeing what a fool they made of—

### THE MAN FROM TORONTO.

SATURDAY, JUNE 19th, 26th, and JULY 3rd,  
at 8 p.m.

V.R.I. Concert Hall, Flinders St. Building.  
A specially selected cast, including:—Addie Strain, T. M. Flannagan, Wm. C. Rees, Myrtle Gloster, Bernard Lambie, Hilda Parosien, and other members of the V.R.I. Dramatic Society.

Winifred Moverley, Producer.

Admission, 1/6.

Box Plan, Allan's and Institute Office.

W. C. REES, Hon. Secretary.

"The Man from Toronto" will be the V.R.I. Dramatic Society's first production for the 1926 season. This brilliant comedy was produced some years ago in Melbourne at the Tivoli Theatre with striking success. Many people will welcome its revival at the V.R.I. Concert Hall on Saturday, June 19th, 26th, and July 3rd. Winifred Moverley has taken special care in selecting the cast, and a brilliant and successful performance should well merit your attendance.

Pretty and accomplished ADDIE STRAIN, whose performance in "Peg o' My Heart" and "Passers By" is well remembered, will take the dual role of Leila Calthorpe and the delectable Polly Perkins.

T. M. Flannagan will be The Man from Toronto, and those who know this young actor's capabilities will realise the wiseness of his selection.

Billie Rees, who played the part of Alaric Chichester in "Peg o' My Heart," will do Robert Gilmour; other well-known members of the Dramatic Society will take supporting roles.

THIS SHOW SHOULD BE WELL WORTH SEEING.

## Noojee Line Reopened

ON Monday, May 17, the section of the railway line between Nayook and Noojee which had been closed for three months on account of damaged bridges, caused by bush fires, was reopened for general traffic.

The train service previously in force was continued, and the temporary road motor service was withdrawn.

It is interesting to note that, when the Chief Engineer of Way and Works (Mr. E. H. Ballard) first inspected the damage in February he prophesied that the line would be available for traffic again "about the middle of May."

## Old Photographs Recall Memories Among the Veterans

Publication in the April issue of photographs of old railwaymen who were at Stawell in the early days leads a correspondent to write as follows:—

I WAS much interested in the page of portraits of Stawell railwaymen in 1892, appearing in the April "Magazine." The pictures recall many old memories of bygone days. Of the 80 odd faces I knew fully three-fourths.

Loco. Foreman Glenister was in charge of the old Stawell shed when I walked into it to begin engine cleaning on an August morning in 1888. He promptly sent me to Dimboola. I must have impressed him unfavourably!

District Superintendent Hamilton, or "D.T.S.," as that officer was called in those days, was respected by all for his gentlemanly bearing towards even the most junior of his subordinates, as also was "Sunny" Yates.

Guard "Bill" Duncan was one of the wittiest men I ever knew. I never saw him stuck for an answer to the most difficult question.

"Bill" Billett was a shunter when I first knew him. He was of the type that plods on, never tired, never grumbles, one of the "theirs-not-to-reason-why; theirs-but-to-do-and-die" sort of men.

Engine-Cleaner Tom Hutchinson once ran an engine (309 R) over the turntable through the fence, and into the street, where it buried itself to the boiler. That engine was due to run a train in about three hours, and did it.

Perhaps the most interesting portrait on the page is that of "Tom" Burke—now one of Melbourne's leading land salesmen and financiers.

John Dickenson was a guard of whom it was said was so honest that if he bought a pound of

### THINGS MONEY WON'T DO.

*Compensate for a guilty conscience.*

*Grow hair on a bald dome.*

*Sprout a new arm or leg to replace an amputated one.*

*Earn the respect of those whose opinion is worth while.*

*Restore health ruined by dissipation.*

butter at a wayside station, would pay the freight on it to his home station.

Driver "Joe" Harris was another upright, God-fearing man. He once got into trouble for stopping the Adelaide express at a non-stop station. He said he would do the same again under similar circumstances—a clergyman was on the train obeying an urgent call to a dying person. There were no motor cars in those days.

"Charley" Tassicker's photo is particularly interesting to me. He was the first driver I fired for—Dimboola to Serviceton, 22.1.89.

John Sprague was the driver whom another driver, "Billy" Waters, would not admit was a driver at all. "Driver, you. He not driver. He miner, you," exclaimed Cornish Billy when he learned that his fellow Cornishman had passed his exam. for driver.

"Joe" Wishart had the reputation of being so careful of his engine (279T) that it was said he kept the footplate bright with walking round the boiler, watching for possible defects while on the road.

"Ted" Ridgewell was such a happy spirit that he would mount to the top of his engine cab and dance a jig after starting his train.

Driver Jack Kewish is said to have been the original inventor of the stump-jump plough used for ploughing mallee country.

"Paddy" Cotter had the loveliest Irish brogue. It was soothing to listen to it.

And so on. Some of the old Stawell men are still on the job. More are not. Some have gone on the long journey from whence there is no return.

The idea of printing such photographs is a good one. It may be that the younger generation might be impatient of such matters, and say, "What do we want to know about those old fossils?"

But it will only be a few years when they, too, will be "old fossils." Then they will know better.

Coleraine.

HENRY POTTAGE.



## Further Notes on the Browning Drake Receiver

"A receiving set with great capabilities, being extremely sensitive and selective, and possibly one of the best three or four-valve receivers yet produced."

FROM an examination of the circuit it will be seen that the Browning-Drake Receiver combines high frequency amplification with regeneration.

If the first valve is omitted, the circuit is practically that of the well-known double circuit tuner. The author has found this receiver to be easily the best for broadcast reception of all three valve or four valve circuits ever tested. The following stations can be received at loud speaker strength without interference from 3LO in the metropolitan area:—4QG, 5CL, 2BL, 5DN, 2KY, and many local and interstate amateurs.

In the limited space available it has been found impossible to give details of the set, such as the panel drilling diagram and base board assembly, but any questions as to these will be answered if the query is sent to the Editor of this Magazine.

It is confidently believed that anyone making up this receiver will be more than satisfied with the results obtained.

Some months ago a few remarks were made on the Browning-Drake receiver. Since then certain improvements have been made on the set which further increases the sensitivity and selectivity.

The diagram of the improved set is shown in Fig. 1. It differs from the circuit previously given in the following particulars.

(1) A variable .0001 microfarad condenser is inserted in the aerial lead instead of a fixed condenser of the same maximum capacity. This condenser should be of the low loss type, and of good quality.

(2) The "Rice" or bridge method of neutralising the first valve is used instead of the Hazeltine

connection. By this means it will be found possible to neutralise valves of the 201A type without any trouble.

(3) The aerial and secondary coils of the "regenerator" are wound with 22 or 24-gauge enamel wire instead of the D.S.C. wire previously specified. A screw thread of 24 or 20 turns to the inch is cut on the surface of the 3in. diameter bakelite former, of a depth just sufficient to properly space the winding. The enamel wire is then wound in this groove.

The following directions should be carefully attended to in wiring up this receiver, otherwise the results obtained may be disappointing.

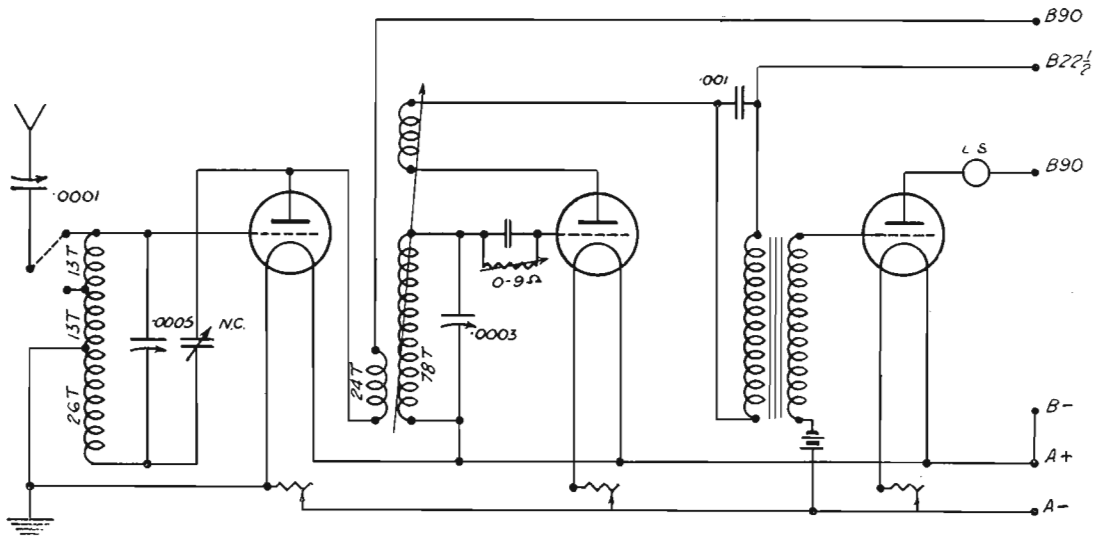
(1) The lead from the Aerial coil to the grid of the R.F. first valve should be as short as possible. This also applies to the lead from the secondary of the regenerator to the grid of the detector valve.

(2) The lead from the plate of the R.F. valve to the primary of the regenerator should be reasonably short, and as direct as possible. It should not run parallel to the grid leads.

(3) The aerial coil should be placed as far as possible from the regenerator, and the axis of the latter coil should be at right angles to the axis of the aerial coil, and should pass through the midpoint of this coil. This will eliminate electro-magnetic feed back from one coil to the other.

(4) It is important that the resistance of the aerial coil and the secondary of the regenerator should be a minimum, and this also applies to the leads to these coils. Hence all connections should be carefully soldered.

It is in order to reduce the H.F. resistance that these coils are wound with air spaced wire on the surface of the bakelite tubes. The aerial and secondary condensers should be of the low loss type, and should be fitted with vernier control in order to reduce losses in these circuits.



## Railway Institute Boxing and Wrestling

THE first Novice and Open Competitions have just been completed, and were a great success in so far as they produced some first class lads, who look like holding their own in future competitions.

Among the winners in the Wrestling Bouts, **T. P. Bolger** again proved himself a champion of no mean order, winning both the Middle-Weight and Welter-Weight Open Competitions in Wrestling. Both his opponents, Banks and Muldoon, proved themselves good men, and will be very hard to beat in the near future providing they stick to their work in the Gymnasium.

Another boy, **V. Zarembo**, was successful in two bouts, namely, the Feather and Light-Weight Wrestling.

**P. Nilson**, who won the Heavy-Weight Novice, put up a remarkably good showing in the same weight open division, but met an extra good man in **J. McKenna**, and lost on points.

**B. Nugent**, as predicted some time ago, is making good in his class, and will be hard to beat. The same applies to **J. Kirwan**.

**T. Alexander** is another winner in his class, and looks like making the goods for future competitions.

The Boxing Competitions in both classes, Novice and Open, produced some good lads (although there was a falling off in the number of entrants, while the wrestling increased), and some of them seem to possess a sleep producer in both hands, especially **S. Clough** and **R. O'Haire**, as both won their semi and finals with knock outs.

Lucas and Russell are also good boys, and will improve, especially the first-named, who has a pretty decent wallop.

All the boys of the Gymnasium were pleased to see the smiling face of **Billy Meeske**, their popular Instructor, who has returned from abroad, where he upheld the great opinion held of him,

## Last Mile Post

Widespread regret has been expressed at the sudden death from pneumonia of **Mr. W. Jarvie**, Train Examiner, at Ararat station.

The deceased, who was only twenty-four years of age, had been in Ararat for nearly three years, and was popular with all sections of the community, especially those associated with sport.

He was a tower of strength in the Ararat Football Club's team, being recognised as one of the best players in the Ballarat League.

Our deepest sympathy is extended to his sorrowing parents.

We regret to report the sudden death on April 24, 1926, of **Mr. W. Staveley**, S.M., who had been stationed at Yackandandah for many years past. He joined the Service on December 31, 1886, and was aged 57.

**Mr. A. W. Wheildon**, late S.M., Colbinabbin, died on April 30, 1926, while on annual leave. He joined the Service on June 18, 1913, and was aged 30 years.

both as a wrestler and man.

His place has been ably filled by Bert Potts and Claude Angelo, who left nothing to be desired in the Competitions just finished.

Larry Copeland and his capable assistant, Ernie Newton, also did wonders in the boxing line.

The Vaudeville part of the programme was well rendered by the Hughson Sisters and Byron and Eade, and their items were well worth the money.

These Competitions should become very popular among the amateur sports.

# Cooper's Weedecide

is the purest and most concentrated of all

## Weedkillers

Weedecide will keep your PATHS, RAILWAY PLATFORMS and PERMANENT WAYS practically immune from weeds, and do it in the most economical way.

One gallon of Weedecide will kill more weeds in half-an-hour than a man will destroy in a week, and is sufficient to do 350 square yards of surface.

TRY IT!

COOPER ENGINEERING CO. LTD.

350 SPENCER STREET, MELBOURNE



## HORTICULTURAL NOTES

### Sowing and Planting for June

Artichoke (Tubers), Asparagus (Roots), Broad Beans (Leviathan, Windsor), Cabbage (Flat Parisian), Cress, Garlic (Bulbs), Horse Radish (Roots), Leek (The Lyon), Lettuce, Mushroom Spawn, Mustard, Onion (Brunning's Perfect, Brown Spanish), Peas (English Wonder, Dwarf Defiance, Greatcrop, Daisy), Potato (Early Manistee, Carman, Scottish Triumph), Radish, Rhubarb (Roots), Spinach (Prickly), Shallots (Bulbs), Tarragon (Plants), Turnip (Non-Seeding).

**N**OW that the winter has set in, advantage should be taken of all fine weather to finish the digging and trenching necessary. If the land happens to be wet and cloggy, it should not be worked until it can be done more freely.

The planting of deciduous trees and plants, such as Flowering Peaches, Plums, Quinces, and Hawthorns, should be proceeded with. There is no hurry to finish this, as plants planted out in August do just as well, and are less liable to injury than those planted earlier.

The planting of evergreen plants should be suspended until early spring, unless they are past grown; do not do any planting if the soil is saturated. Continue to plant out Roses; those that can manage should have this work finished by the end of the present month.

The general pruning of summer blooming varieties should be started on. There can be no fixed rule as to the amount of pruning necessary. We advise the enclosed method. Those kinds that only make a moderate growth of wood should have the shoots pruned back to three or four buds, while the more vigorous should not be pruned so hard, leaving the stems much longer.

In all cases of thrip or other insect pests, sprayings of Niquas is advisable. Climbers of most kinds may be safely transplanted from pots. A good selection, viz., Wistaria, Clematis, Bougainvilleas, Tecomas, etc., can always be had from any nurseryman.

Most bulbs should be well forward by this time. Those that have been prevented from planting earlier, and also others intending to increase and further beautify their garden, should plant Lilliums, Auratum, Longifolia, and Rubrum; these are good open garden varieties. Belladonna Lilies, and others of the Amaryllis family, should also be got under way.

### THE KITCHEN GARDEN.

The land on which root crops are to be grown should be well worked, and the manure kept well

below the surface, so as to cause the roots to descend for nourishment, thereby preventing forkiness. A good sowing of Turnips should be made this month, also a small sowing of Swedes. Continue to plant Peas, using what is known as medium or second early varieties; the most suited are Daisy or Duke of Albany.

For early plants of Tomatoes, Melons, Cucumber, sowings should be made in a hot bed. The methods of preparation of beds is: Secure a quantity of fresh stable manure; this should be turned over several times and watered if dry. When ready for use, make the bed, and place a frame over it, leaving it uncovered for about a week to allow rank vapours to escape; then spread five or six inches of good rich soil over the surface.

The top-dressing of Asparagus beds should be finished as soon as possible, and the work of making beds should be pushed on with rapidity.

For the destruction of black scale on Broad Beans and Cabbage Fly, use nicotine or benzole emulsion.

### THE FRUIT GARDEN.

Pruning and planting will be the chief operation for next month or so. As a rule, this should be completed before the sap becomes active. Deep planting should be avoided. A good guide to plant is the same depth as in nursery rows. This will show on the bark. Before planting, prune the roots, cutting cleanly away any damaged or withered roots, and equalising the root formation. When planting, spread the roots, and tread the ground down firmly; after planting, cut back the tops, leaving three or four leaders with about four buds on each, cutting above the buds which promised the best shape to the tree.

Pruning may be got on with, commencing with the small fruits, Gooseberries, Currants, Grape Vines, etc. Early pruning for the general run of fruit is not recommended; about the middle of the month is time enough to commence. In planting, the same applies as in pruning. Strawberries, Raspberries, Currants, Gooseberries should be planted as early as possible.

The planting of Citrus should be held over until August or September. Oranges and other trees of this family that are affected with scale should have the trunks and main branches painted with lime sulphur or harbas.

It is advisable to find out what is the cause of the trees being attacked by this insect. It generally appears in trees that are not in a good state of health, and seldom in trees that are vigorous. Plenty of food is necessary to keep them vigorous; the roots near should be disturbed as little as possible. Trees should be mulched during dry spells. A good food for all citrus trees is Cicada compost.

For Codlin Moth, spray with Fergusson's Arsenate of Lead.

**G**ANGER Thomas O'Reilly, of No. 13 Length, Donald, is a proud man.

The Donald Horticultural Society, at its last show on May 1, awarded him the championship, six first prizes and one second for his chrysanthemum exhibits, together with three first prizes in the vegetable section.

Mr. O'Reilly's success is all the more remarkable in view of the fact that this was the first year he had cultivated chrysanthemums.

In his garden he has a novelty in the shape of a special kind of cauliflower, called the "Mildura," which is blight and slug proof. It will undoubtedly become well known in the near future.

**G**IRLS on the refreshment rooms staffs of the metropolitan stations in Melbourne have now come into line with their colleagues of the country refreshment rooms by wearing pink uniforms instead of blue as previously. Pink is now the color of all uniforms worn by girls in the refreshment services throughout the State.

Geelong, Ballarat and Seymour girls have worn pink for about 12 months. The standard color is believed to be better wearing, and in every way more suitable.

—\*—  
Horse sense will eliminate horseplay.

## Mr. J. C. Boyd Farewelled at Seymour

ON the eve of his departure from Seymour, Mr. J. C. Boyd, S.M., was entertained by a representative gathering of shire councillors, graziers, stock agents, and prominent district residents.

Cr. Wm. Chisholm, who occupied the chair, said that, whilst it afforded him great pleasure to be present to do honor to Mr. Boyd, he felt regret at the departure of such a highly esteemed and efficient servant, who, during his stay at Seymour, had given the very greatest satisfaction to the residents and travelling public generally. Seymour's loss would be Hamilton's gain.

At the meeting of the shire council a special resolution of appreciation of his services had been passed for conveyance to the Commissioners.

Cr. J. Chittick, in supporting the chairman, mentioned a recent instance when the S.M. had got out of bed in the middle of the night to ensure that nothing had been left uncovered at the local shed and exposed to an unexpected downpour of rain.

Mr. Wm. Boland, representing the stock interests, said that, as far as the auctioneers, agents, and stockowners were concerned, there was never a man who had given such fair and considerate treatment.

Mr. Leete also endorsed the remarks of the previous speaker; and Mr. Neal, on behalf of the railways administrative staff, spoke in eulogistic terms of Mr. Boyd's sterling qualities as an officer of the Department.

The chairman presented Mr. Boyd with a small token of their esteem and appreciation, in the shape of a smoker's outfit.

Mr. Boyd said that he was really sorry at having to leave, and would ever cherish the letter conveying the resolution carried at the council and forwarded to the Commissioners. He was sure that the Commissioners would also be pleased that their earnest desire of closer co-operation between the management and the owners and users of the railways was so amply demonstrated. It was his 39th year of service in the Department, and nothing had ever given him greater satisfaction than the knowledge that his services as a servant of the public were appreciated to such an extent.



On the eve of his departure from Merrigum, Mr. W. J. Holbrook, A.S.M., was entertained by residents to show their appreciation of such a capable officer. Cr. Lilford, on behalf of the residents, presented Mr. Holbrook with a handsome travelling rug and tobacco pouch, and Mrs. Holbrook with a silver cake dish and tea set.

Before his departure from Locksley for Annuelo as S.M., Mr. H. Hosking was tendered a farewell evening by the residents. Mr. C. James, on behalf of the residents, presented Mr. Hosking with a handsome eight-day clock, suitably inscribed, and Mrs. Hosking, his mother, with a silver teapot. Mr. Skipworth, on behalf of the tennis club, presented Mr. Hosking with a gold-mounted fountain pen.

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Where to Spend a Holiday

# Victoria's Enchanting Lakeland

No one can pretend to know the full measure of Victoria's beauty spots until they have spent a holiday at Lakes Entrance.

(By Mr. E. Jackson, District Rolling Stock Superintendent, Ballarat).

IT is often truly said that there is more joy in anticipation than in the realisation of things, but a visit to Lakes Entrance is an exception to this rule, as the joy is in the realisation. From the moment you leave Bairnsdale by the steamer until Lakes Entrance is reached, the trip is brimful of interest, and affords a wonderful variety of scenic beauty.

From Bairnsdale down the Mitchell River you enter Lake King, thence to Paynesville, an important fishing station—thence through McMillan's Strait, round Raymond Island to Metung (a small hamlet about 20 miles from Bairnsdale), a fishing station and a tourists' resort.

Approaching Metung can be seen the beautiful home of Judge Box, nestled in a vivid green lemon and orange grove.

Leaving Metung, Bancroft Bay is passed, and you enter Reeves Channel, a narrow passage, the end of which actually forms the entrance from the ocean to the lakes. The passage through this channel is, to my mind, the most interesting part of the trip.

Kalimna next comes into view, the settlement which consists of the large hotel and one house, is situated on a bold headland, 260 feet high, which affords a magnificent panoramic view of land and water. A jetty is provided here at which the steamer calls to pick up and set down tourists. Two miles further on, and you are landed at the Lakes Entrance wharf.

### Ample Provision for Sight Seeing

Whatever guest house or hotel you may select, ample provision is made for you to visit the surrounding places of interest; each has its own motor launch and car, and arranges the trips to suit the guests.

The launch trips comprise "North Arm," "Scone Cottage," "Dingle Dell," Lake Tyers Aboriginal Station, Tambo River, and Nicholson River.

To describe each in detail would occupy too much time and space; let it suffice me to say that each has its own peculiarity in the way of scenic beauty, which it unfolds to the eye during the course of the trip.

The "North Arm" is given pride of place. Much of its popularity is due to its pellucid water, and the Bell Birds in the woods on either side of the arm. The launch is stopped, so that the tourist can enjoy to the full the bell-like notes of these birds, which are a very faithful imitation of the bell.

I cannot pass on without giving a brief descrip-



Mr. and Mrs. Jackson on the steamer en route to Lakes Entrance.

tion of the "Scone Cottage" trip. As the name implies, scones are the objective, at least to those who are not faring well at their respective guest houses.

Leaving the jetty at Lakes Entrance, you cross Reeves' Channel, and stop at the fish pens, which comprise about two acres of water, enclosed with wire netting. Surplus fish—all salmon trout—are penned here, and are used as required to maintain regular supplies to the market. These pens were so full that the whole surface of the enclosure was a seething mass; it was, indeed, a wonderful sight.

Moving on, you cross Bancroft Bay back into Reeves' Channel, well to the north of Kalimna. The skipper of the launch rings a bell, which indicates to the "Scone Cottage" people that the launch party will arrive in a quarter of an hour.

In due time, we land at the jetty, and are faced with the task of climbing to our objective about 200ft. up, and overlooking Reeves' Channel. One is amply repaid by the wonderful view obtained from this point. The scones, sweets, and tea dispensed were of excellent quality, and unlimited.

### Takes the Edge Off Your Appetite

This trip costs you 3/6, and the launch owner settles with the proprietor. You return to Lakes Entrance through these channels, arriving about 5.45 p.m., the outing covering three hours.

For obvious reasons, this is the most popular trip with the guest house proprietors, as when the dinner bell rings at 6 p.m., it is very noticeable that those who have made the "Scone Cottage" trip do not spring to attention with the same alacrity as those who did not go; they have lost their appetite.

Another popular trip, free to the guests, is available every day. At 9.30 a.m. daily, each guest house launch—seven in number—leaves its respective jetty, and takes those who wish to go across to the 90 Mile Beach—a run of about ten minutes—and returns for them at about 12 noon. This trip serves a double purpose—the guests enjoy it, and it gives the guest house staff a good opportunity of getting through with their work.

I propose going more fully into the Lake Tyers Aboriginal trip, which occupies half a day, and costs 10/- . You are conveyed by motor car (9 miles) to the southern shore of the lake, and there board a motor launch, which takes you to the aboriginal station on the northern shore (a twenty minutes' run).

When approaching the jetty, the first thing that



Miss Helen Jackson is snapped by a friend on one of the many launches plying on the Lakes.



### Maxims of the Month

*Your work expresses you more correctly than your tongue.*

*Machinery, at first cursed, has become man's greatest material friend.*

*You can be persistent without being a plague.*

*The man who is chronically pushed by his business rarely makes rapid progress.*

attracts your attention is the large number of aboriginal children enjoying a swim; all shades of color are represented, and the most comely ones (girls and boys) are those who have the darkest complexion.

On landing, a fairly good colored chap takes charge of the launch by saying, "Foller me." He leads you up the slope from the water's edge to where a "gum leaf" band entertains you with popular ditties, such as "I Want To Be Happy," "Bambalina," etc. There are eight performers in this band, all young chaps from 16 to 20 years of age, and, like the kiddies in the water, are of all shades of color.

The "hat" is passed round, and a snap taken of the band, and you move on to the school house, where a variety entertainment is provided. Piano selections, quartettes, duets, comic songs, and clog dances are dispensed by male and female artists. One young fellow had a baritone voice of very fine quality, and we would like to have heard more of him. The young lady officiating at the piano played well.

#### Passing Round the Hat

The "hat" is passed round, after which you are led out to see boomerang throwing and fires kindled by rubbing sticks of wood together. The master of ceremonies at this show was reputed to be 96 years of age; he worked the hat round after every event, and did not look too pleased if less than a 1/- was put in; further, he kept a close watch on the amateur photographers, and any one who was ill-advised enough as to attempt to snap him or his party ran a grave risk of personal injury; nothing less than 1/- entitles you to get a photo.

This party was of the old school, and appeared to be full-blooded natives. "Bacca" was in demand, and when the old fellow was threatening violence, he backed up his protest by saying, "Mine tinkit, you plurry fool."

You are next taken to the little church—Anglican—which is beautifully appointed, scrupulously clean and attractive. The Honor Roll on the wall shows the names of four members of the station community who gave their lives for God, King and Country. This completes the programme, so far as the guide is concerned, and he drops out of the picture after passing the eternal "hat" around.

#### Full Blooded Blacks Passing Out

On the way back to the launch you pass a well-filled cemetery. Whilst the full-blooded black is rapidly passing, the prolific nature of the mixed blooded station inhabitants is evidenced by the numerous bundles of black humanity in the arms of the women folk, and the screams of children playing about the cottages. The future of these people is a problem which will have to be given serious consideration sooner or later.

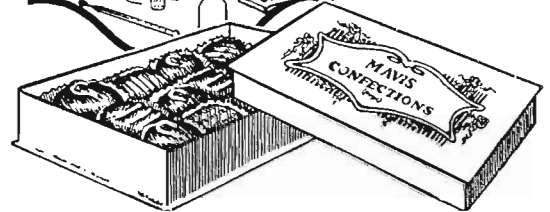
Speaking to one of the young women there, who was fairly well educated, I was impressed with the idea that all education had done for her was to bring home to her her great handicap and disabilities, when her lot was compared with that of her white sisters, and how little life had in store for her. On the surface, a visit to the black station savours of a wild west and comedy show, but deep down in the heart of the thoughtful man or woman there is more tragedy than comedy.

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Women's Page

## Smart Coats for the Winter

For the winter season a smart coat is a big and essential item in dress.

(By Penelope).



WHILST coats have always been, and still are, worn as a means of protection from the weather, they have never been so "dressy" as at present. On a cold, wet day we like to turn out in a coat that feels almost as smart as our best winter frock.

This winter, coat silhouettes are straight and flaring, the latter perhaps taking the lead in popularity.

If you decide to be the wearer of a coat made of a conspicuous, colored material, to be effective it should be only slightly flared. On the other hand, if plain material be your choice, the more decided the flare the smarter the coat will be.

Woollens in check designs are very becoming. Other fashionable materials in which to display your individual taste are kasha, wool marocain and flannel.

A plain double-breasted coat with inverted pleat down the centre back looks very smart made of tweed, or repp in coarse or fine weaves.

Would you like to have an up-to-date coat this winter at a cost of only a few shillings? If your last season's coat was a full one with



big sleeves, just pull it to pieces, get a pattern of a plain coat, similar to the one shown on this page, and you will find it a simple

matter to make of your old coat one as good as new, your only outlay being a pattern and half a dozen plain buttons.

---

## Whatever You Do Don't Be Catty

*There is a girl whose companionship we do not court. It is not that she is plain—it is not that she is pretty. It is not that she is clever, nor because she is dull. We meet her in the office, we meet her in the home, we see her on the tennis court, on the Block, and at the holiday resort. Excellent qualities she may have, but also one failing, which causes her better qualities to be obscured. It is that of "cattiness."*

THE holiday party should have been an unqualified success. The weather was perfect, blue skies and gentle, warm breezes did their utmost to ensure a most enjoyable holiday, the resort the most popular; leisure hours and pleasant companions lent their aid. Yet the holiday was marred, the enjoyment imperfect. And all because that holiday party included one "Cat."

Like the drop of kerosene that fell into a large quantity of flour, permeating and poisoning the entire mass, so the presence of that one "Kat" saturated the experiences of that party with unpleasant memories.

The "Cat" is a lonely creature. She may be otherwise attractive, but that one objectionable quality is too obtrusive. Like the wasp in the fable—her colors are overlooked in comparison with her sting. Acquaintances she may have in plenty, but friends, none.

Perhaps at this stage a little introspection

would not be wasted effort. Are we sure that we ourselves have never displayed that unpleasant characteristic?

The proverbial cat has nine lives, but the "catty" one of which I write probably possesses ninety-nine. May we seek to drown our own "cattiness" in a flood of kindly resolutions.

---

### Items of Interest

Shingles and bobbed heads keep the small, smart hats as popular as ever. Felts, velours and velvets will be almost the universal fashion.

Fashion decrees that not only shall hats and frocks match or harmonise this season, but that shoes will be included in the color scheme.

Reptilian shoes are still to be worn, many of the new models having touches of black patent leather in the straps, piping and heels.

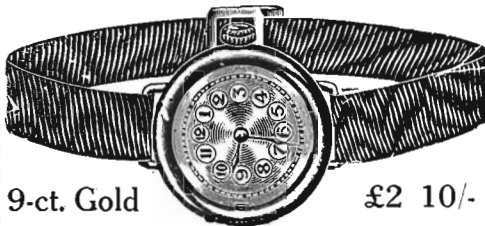


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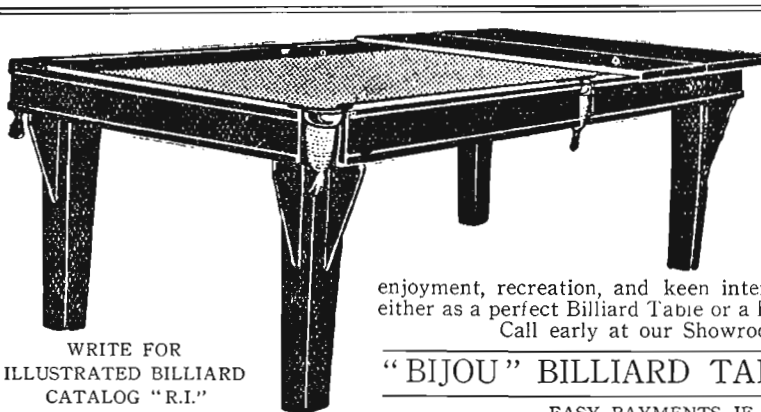
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## What is Efficiency

**I**T is doing things, not wishing you could do them, dreaming about them, or wondering if you can do them.

It is the power to learn how to do things by doing them, as learning to walk by walking, or learning to sell goods by selling them.

It is knowing how to apply theory to practice.

It is the trick of turning defeat into experience and using it to achieve success.

It is the ability to mass one's personality at any time or place; it is skill in quick mobilisation of one's resources.

It is making everything that is past minister to the future.

It is the elimination of the three microbes of weakness—regret, worry and fear.

It is self-reliance clothed with modesty.

It is alertness, presence of mind, readiness to adjust one's self to the unexpected.

It is sacrificing personal feelings to the will to win.

It is massing the me against the universe.

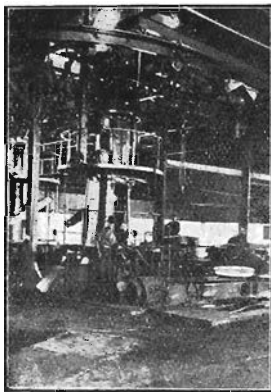
It is the sum of three quantities—purpose, practice and patience.

It is the measure of a man, the real size of his soul.

It is the ability to use one's passions, likes, dislikes, habits, experience, education, mind, body and heart—and not to be used by these things.

It is self-mastery, concentration, vision and common sense.

It is the sum total of all that's in a man.



Series No. 7

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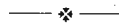
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*This photo of the old Hobson's Bay Railway Co.'s Office at Flinders Street was taken about 30 years ago. The old building was removed to make room for the present parcels office. It was then used as the office of the Metropolitan Superintendent, the staff at that time being:—Mr. S. Jones, Superintendent, afterwards General Superintendent; Mr. J. G. Lee, Chief Clerk, now District Superintendent; Mr. T. R. L. Sexton, now Goods Superintendent; Mr. W. Griffiths, now in Central Booking Office, Spencer Street; Mr. V. Miers, since resigned. The two latter were standing outside the office when the photo was taken.*



"If an automobile manufacturer cannot furnish as many cars as the public wants, nobody curses him; people pay him a scarcity price for what machines he has, and admire him for his skill in making money. But if a railroad cannot furnish cars enough for all emergencies, it is regarded as a dereliction of public duty; and if a railroad manager attempted to make car scarcity a reason for charging higher prices he would be publicly condemned and probably sent to gaol."—Arthur T. Hadley, President Emeritus, Yale University.



## Wig-Wag Signals

**I**T seems hard to believe, but it has been brought to notice that some people in Victoria do not know that the wigwag signals at level crossings come into operation when a train is approaching as an indication of danger.

Despite the wide publicity that has been given to the installation of these signals some people, it is said, think that the signal is merely another form of indication of a railway crossing. They did not know that while the signal is stationary the crossing is safe, and that when it "wagged" a train is near at hand.

Railwaymen with wigwag signals in their areas should do all they can by personal contact with road users to inform them of the object of the wigwag signals, and of the fact that their installation is a recognition by the Department of the need for special warning at that particular crossing.



## BOOKS AND NEW BOOKS

*"Up-to-Date Air Brake Catechism"*—Thirteenth Revised Edition—Entirely revised, with additions and re-arranged—By Robert Blackall and F. H. Parke.

*"Lesla"*—A fascinating romance of the Australian Bush; the scenes being laid in the Grampian Mountains' district of Victoria and in New South Wales—By Ellen West Uhe.

*"Mad Marriage"*—Peter Randle (an artist) has his encounters in "Bohemianism," and Peter's loyalty and love is sorely put to the test—By George Gibbs.

*"Marie Halkett"* is the title of a pirate tale by Robert W. Chambers, in which rival bootleggers play a prominent part.

*"The Moated Grange"* is a work from the pen of the well-known Katherine Tynan, novelist, poetess and miscellaneous writer. The book is one of her best.

**T**HE Thirteenth Revised Edition of the Robert Blackall "Up-to-date Air Brake Catechism" is to hand, through the Norman W. Henley Publishing Co., New York, U.S.A.

The best-known experts on air brake practice have written this thoroughly practical book, covering in detail the E.T. Locomotive Brake, the type K quick service freight triple valve, the empty and load freight brake; the old P.M. high speed brake, the L.N. passenger equipment, the present standard P.C. and U.C. passenger brake equipments, and the various steam and motor driven air compressors.

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**"LES LA,"** by Ellen West Uhe, is a sweetly written romance of the Australian bush; the setting is most appropriate, the writer having very ably woven a gripping love-story of a girl's passionate love affair around an interesting and faithful transcript of Australian landscape, in which the atmospheric and colour effects are harmoniously blended with the incidents of the story.

The glamour of the Australian bush, we think, was never more interestingly depicted. As a young writer, we feel that Miss Uhe has a brilliant future before her.

**"THE Moated Grange,"** we think, is one of Katherine Tynan's best books. It is a thrilling story of Delia de Burgh and her mother in a lonely Suffolk house, of which they have become the tenants.

The owner of the house is understood to be abroad, and the place is run by the butler, Crouch, a sinister figure, and his wife, who has a terrible past. Many ghosts haunt the Moated Grange, and Delia and her mother are in great peril, but at the most terrible moment Delia's lover comes to save her. The story is unfolded with dramatic intensity.

**ROBERT W. CHAMBERS,** in his novel, "Marie Halkett," tells us that Marie is suspected of being the murderer of an unfortunate seaman, whose body has been found on some spot frequented by "bootleggers" and "pirates."

From here onwards Mr. Chambers leads us a pretty dance, with thrills and adventures on every side. There are desperate fights between rival bootleggers, with the ultimate victory of good over evil, and the happiness of Marie Halkett and Rudolph Gray.

Mr. Chambers has undoubtedly excelled himself in this very thrilling up-to-date pirate tale.

**G**EORGE Gibbs unfolds a story in his latest book, "Mad Marriage," that at once arrests the attention of the reader. George Gibbs is not only a novelist, but also a painter of repute. He is well acquainted with modern artistic life—both pseudo and real—and in this novel he employs it as a back for a singularly interesting story.

His leading character is a young artist, a landscape painter. This artist, Peter Randle, is a man with a sincerity and idealism that prove powerful factors in his encounters with the quicksands of "Bohemianism," and the results of his own blunders along the way.

"Mad Marriage" is a novel that seizes the attention with its portrayal of the artist's way of life, and grips it with a dramatic, absorbing story. Our copy through Robertson & Mullens.

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## Study Local Conditions

**T**HE man on the spot knows best. The actions of other people may seem strange to you, but it's not a bit of use commenting or criticising them until you know just what is happening—until you have, in fact, studied local conditions.

Mr. Fred Burley tells a good story in the "Berlei Review" about that particular piece of advice.

"Two men," he said, "were traversing a particularly savage part of the African jungle. Suddenly and without warning they were attacked by a fierce rhinoceros. One man made a jump for a friendly palm tree. The other man found safety in a narrow-mouthed cave, the entrance of which would not admit the huge bulk of the rhino.

"Much to the astonishment of the man up the tree, the fellow in the cave kept running out only to be chased back again by the angry animal. Time after time did he jump out, only to jump back again; several times missing death by inches.

"You idiot," yelled the man up the tree, "why don't you keep in the cave? Soon as the rhino finds he can't reach us, he'll go away, but you—you hopeless ass—keep hopping in and out like a Jack-in-the-box, making the brute's temper ten times worse."

"You shut up," came the bitter reply—"there's a tiger in that cave—I know local conditions, you don't."

### THE "MAGAZINE" APPRECIATED OVERSEAS.

*"Everywhere we went on the American and Canadian railways, we heard very appreciative remarks about the Victorian Railways Magazine," declared Mr. W. Grimshaw, who has just returned from an eight months' trip in the States with Mr. W. R. James, another Victorian railwayman.*

*"We became quite used to hearing the comment: 'My word, you've got a fine Magazine over there,' when we said we were from Victoria."*

**B**EFORE his departure for America, Mr. J. McClelland, Assistant General Passenger and Freight Agent, was the recipient of a gold fountain pen, gold eversharp pencil, and set of hair brushes from the officers of the Traffic Branch, who assembled in the office of the General Passenger and Freight Agent on May 3 to wish Mr. McClelland bon voyage.

In making the presentation, Mr. W. E. Keast, General Passenger and Freight Agent, said that the gifts expressed in a tangible manner the goodwill and best wishes of the Branch. Mr. McClelland had the distinction of being the first Officer of the Traffic Branch to be deputed to investigate railway affairs in America. The Commissioners had conferred an honor upon the Branch as well as Mr. McClelland.

Mr. McClelland expressed keen appreciation of the handsome tokens of esteem and goodwill, and said he would endeavour to make the very best use of the fine opportunity afforded him by the Commissioners.



**Y**OU'LL have no difficulty whatever in making "The Ideal Choice" at NEWMAN'S.

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## Some Sound Advice Here for Motorists

**T**HERE'S a heap of commonsense in the terse advice to motorists which is painted in bold black capitals on the white walls of the Victorian Railways motor garage at Jolimont.

Here are some pointed remarks worth remembering:—

Don't take chances—chances make cripples, widows and orphans.

Don't depend on the other fellow—do the right thing yourself.

Don't fail to cross crossings cautiously—road and rail.

Don't drive or leave a car unlighted after dark.

## Negro Burns Handkerchief with His Breath

**W**ORKING in the Nonconnah shops of the Illinois Central System at Memphis, Tenn. (U.S.A.), is a negro steel car repairer, Willis Watson, who claims to have divine power to ignite handkerchiefs by blowing his breath on them. The strange part of it is that he can do it, says the "Illinois Central Employees' Magazine."

He folds a handkerchief once, gathers it into the palms of his hands held cup-shaped, makes a little pocket in the centre of the cloth with his thumbs, brings his hands to his mouth, gently exhales just once, and closes his hands over the handkerchief, thus forming a ball of cloth with his breath entrapped in the centre. He then rolls the ball between the palms of his hands for not more than five seconds, and a thin line of smoke begins to rise.

As soon as he sees the smoke he unfolds the handkerchief, and it bursts into flame. He came into prominence more recently when he performed for the directors of the Illinois Central System when they were at Memphis in November on their tour of inspection.

Watson is 67 years old, and he says that he has been holding persons spellbound with his performance for 55 years. The divine power to burn handkerchiefs by blowing his breath on them came to him, he says, in the form of a vision, when he was 12 years old.

Since that time Watson says that he has been able to burn dry things with his breath on every attempt, with the exception of three times. Once, the first time his power left him, was just after he had a quarrel with his wife that left his mind in an unfit condition to have faith in God.

Another time two men from New York who heard of Watson while at Memphis came upon him unexpectedly while at work in the shops, and asked him to do his stuff. Watson had a headache that day, and declined to perform, saying that he was sure that it would be useless to try on account of the way he felt.

The third time was when a representative of the "Illinois Central Magazine" called upon him unexpectedly for a demonstration.

Many persons have come upon Watson unexpectedly while he was at work in the shops, and he has accommodated them repeatedly without hesitation.

One day an employe in the general offices at Chicago who was in Memphis on business surprised Watson while at work with a request to demonstrate his power. He believed so strongly that the negro could not burn things with his breath that he handed Watson his hat. It was the end of a perfectly good Watson; and another man was convinced.

There are hundreds of tales told about Watson and his mysterious power. Doctors have examined him, but none has been able to say definitely just how he does it.

# SUPERANNUATION ACT

To Members of the Australian Mutual Provident Society.

Now that the above Act has been placed on the Statute Book, life assurance policies of Railway Servants at present held under the Compulsory Life Assurance Regulations are released therefrom, and placed at the disposal of the assured, who may deal with such policies at their own discretion.

The following alternatives will be available in the case of each policy, viz.:-

1. The policy may be continued by the policyholder at his own cost and under his own control.
2. Subject to their concurrence, it may be carried on by the Superannuation Board, who will advance the premiums as they become due, and at maturity of the policy deduct from the sum payable the premiums so advanced with 4 per cent. compound interest.
3. Exchange the policy for a fully paid-up assurance under a similar table (free of all future premiums and participating in future bonuses) on the terms stated below. (Minimum £50.)
4. Reduce the sum assured to any amount not less than £50 with a correspondingly reduced premium.
5. Surrender the policy for its present cash value, which will vary according to the age at entry of the assured, the duration of the policy, and the amount of Bonuses which have been allowed to remain attached to it. (A policy less than two years in force has no surrender value.)
6. Borrow on its security up to 90 per cent. of the surrender value. The present rate of interest, subject to prompt payment, is 4 per cent. per annum.

If it is found inconvenient to continue paying the premiums under the existing policy or to make arrangements for its maintenance by the Superannuation Board the Society recommends that it be converted into a fully paid-up policy free of future premiums.

The paid-up policy which will be issued in lieu of a Railway Service policy would be represented by the proportion of the original face value which the premiums already paid bear to the total amount of premiums payable over the whole term to the maturity of the contract by survival of the assured. Thus a policy for £300 effected at age 20, and to become payable at age 60, under which 40 years' premiums in all are to be paid, and which has been 20 years in force, would be entitled to a fully paid-up policy of £150, i.e., 20/40ths or one half of the original sum assured. The bonuses then remaining attached to the original policy would be added to the paid-up policy, and bonuses would continue to be declared on it annually.

## ACTUAL EXAMPLE OF PAID-UP POLICY.

No. 817,671 for £300, payable at age 60 or previous death. Effected 15th December, 1905. Age at entry 20. Annual Premium, £7/3/6. As at 14th December, 1925, it is convertible into a fully paid-up policy, free of all future premiums, and sharing in future bonuses of one half (20 out of 40 premiums having been paid) of the original sum assured of £300, i.e. . . . . . £150 0 0  
Bonuses allotted to original policy £124 4 0

Total Paid-up Policy . . . . . £274 4 0

payable at age 60 or previous death.

If you find yourself obliged to surrender your policy you are advised to **APPLY DIRECT** either personally or by letter **TO THE SOCIETY** for any information you may require. All particulars will be supplied free of charge as soon as possible after receipt of the application.

No information can be given to a third party without specific written authority from the member. The employment of a third party is not necessary, nor is it in the interest of the policy-holder.

MELBOURNE OFFICE: 459-463 Collins Street.

## DON'T LET YOUR POLICY GO.

The benefits provided by the State Superannuation Fund are extremely liberal, but they take the shape of annuities.

Annuities are good in their way, but should not be allowed to supersede your life assurance policy, which guarantees a considerable cash payment on your attaining age 60 or your prior death.

The availability of a cash sum in either contingency is of incalculable value. With it a mortgage may be repaid, a house purchased, or immediate and urgent responsibilities provided for.

No other provident investment can satisfactorily take the place of a policy.

Don't surrender your policy altogether. If you cannot see your way to pay both the premiums under the policy and your contributions to the Fund, the Society may be able to quote various options which may meet your requirements.

For your own sake and the sake of your dependents, keep your policy in force and take out further policies if you can.

## ACTUAL RESULTS

of a Policy payable at age 60 or prior death, issued to a

### GOVERNMENT OFFICER.

Policy No. 128,742 for £100 was effected in July, 1887, under the Life Assurance Regulations, the age of the assured being 22 next birthday, and it matured in July, 1925.

The amount paid at maturity was £189/2/- made up as follows:-

Original Sum Assured . . . . .	£100 0 0
Bonus Additions . . . . .	89 2 0
<b>Total . . . . .</b>	<b>£189 2 0</b>
<b>Total Premiums paid by Member . . . . .</b>	<b>92 15 8</b>
<b>Amount paid by A.M.P. Society in excess of Premiums received . . . . .</b>	<b>£96 6 4</b>

It will be observed that—

The Reversionary Bonus Additions are only £3/13/8 less than all the premiums paid.

The Policyholder has been assured since the issue of the Policy for an amount ranging from £100 to £189/2/-, and at maturity he received more than £2 for every £1 paid to the Society.

This example illustrates what has been done in the past. The record of the past is the best promise of the future, but it is not guaranteed that similar results will be repeated. Future bonuses must necessarily depend on future conditions.

**NO OTHER OFFICE CAN SHOW RESULTS EQUAL TO THESE.**

**F. T. BRIDGES, Manager.**





## *Young Eyes are Priceless!*

**T**HE early years determine the sight of afterlife. Young scholars poring over home work submit their eyes to a strain which may have a harmful influence throughout their whole lives if the light is dim, or glaring and harsh.

But happily Laurel Kerosene provides illumination which is restful and comforting to the sight. Laurel Kerosene supplies the ideal light for reading and studying. It burns steadily and cleanly. It gives a mellow light free from flicker and odour.

*Ask for "Laurel"—the soft, white light—and you get an illuminant which will give ease to the eyes, adding to the comfort of the home circle.*

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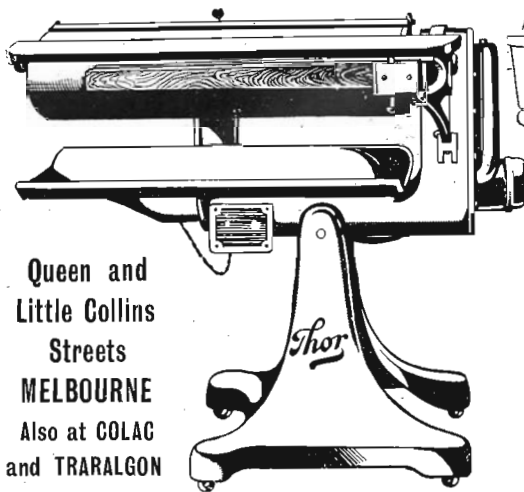
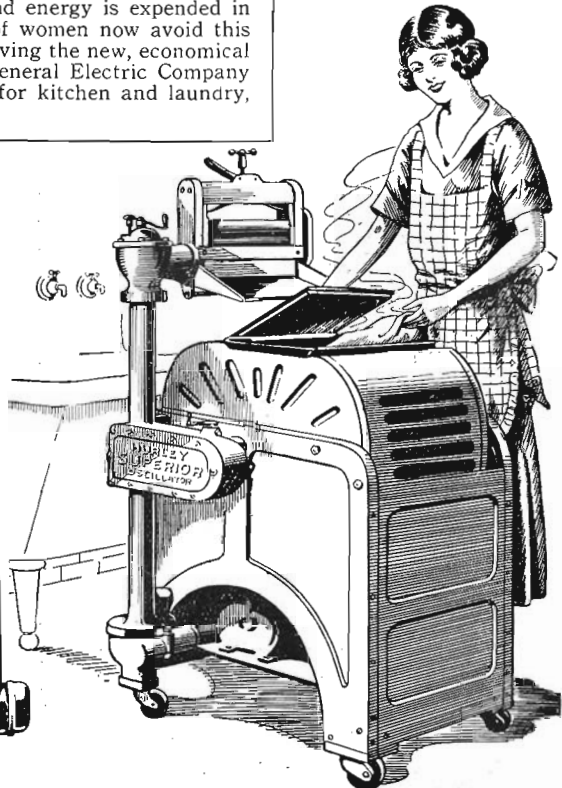
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# AUSTRALIAN

# GENERAL ELECTRIC

Australian General



Electric Company. Ltd.



VICTORIAN RAILWAYS

## The Geelong Flier Inaugurated

**T**HE inauguration of the Geelong Flier—a specially fast passenger train running between Melbourne and Geelong—marks an epoch in the history of railway transportation in Australia. It is the first time that a passenger or other train has been given a distinctive name in this country: it is a recognition of the advance of the times and the meeting of a public demand for safe, speedy and comfortable travel between two important centres of commerce.

No city in Victoria outside the metropolis is making such rapid strides, both industrially and commercially, as Geelong. Business in the Geelong area has grown enormously in recent years. New industries have sprung up, employing hundreds of hands, and population has increased until it now reaches 45,000. This has meant a greater interchange of traffic between Melbourne and Geelong. The need for quick and convenient methods of transportation has been indicated by the growth of road motor coach services.

Experience in other countries has proved that the naming of trains has appealed to the public imagination. It has been the means of fostering in railwaymen a spirit of pride in the train with a distinctive character, and has induced the staff of every branch to put forth their best in the operation of that train. A train with a name, like a ship, takes upon itself a personality of its own. The best trains with distinctive names and the best ships are

a combination of the best resources of the organisations concerned.

The carriages of the Geelong Flier are turned out and fitted up in keeping with the high standard of workmanship set by the men of the Newport Railway Workshops and the maintenance and cleaning staffs. Care is taken to ensure that the train is spotlessly clean and comfortable. Footwarmers are provided during the cold months. Passengers may sit and read in comfort, and be free from draught, rain or dust. These conditions are not obtainable even in the most luxurious road vehicle.

The Geelong Flier is faster than any train running between Melbourne and Geelong and vice versa. The time will be reduced as the traffic develops; but the Commissioners point out that at present there are mechanical limitations by which they are bound, although authority has been given for an altered method of signalling, which should eventuate in the journey between Melbourne and Geelong being accomplished in one hour.

Every resource of the Railways Department has been made available to afford a "100 per cent. service" on the Geelong Flier, and this fact, together with the many undoubted advantages which the train and its schedule possesses, lead the Commissioners to believe that the Geelong Flier will be a boon to the travelling public, and will meet the modern demand for comfortable, fast and safe transit.

CONSTRUCTIVE CRITICISM AND SUGGESTIONS INVITED.

# THE VICTORIAN RAILWAYS MAGAZINE



PRICE

6<sup>d</sup>

Vol. 3  
No. 7

"Here's Jolly Good Health!"  
Miss Mai Bacon and Mr. Syd Smith of the "Betty Lee"  
Company show their appreciation of Citrus Fruit.

July,  
1926

# PURELY AUSTRALIAN



*Young Hal's a success with the ladies,  
And the reason is easy to see—  
He'll gaze in their eyes,  
And he'll say as he sighs;  
You're sweeter than 'OLD GOLD' to me."*

## "OLD GOLD" Eating Chocolate

**6**<sup>D.</sup>  
per Tablet

*MacRobertson*

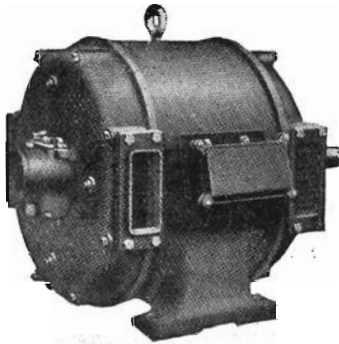
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# THE RAILWAY MAN



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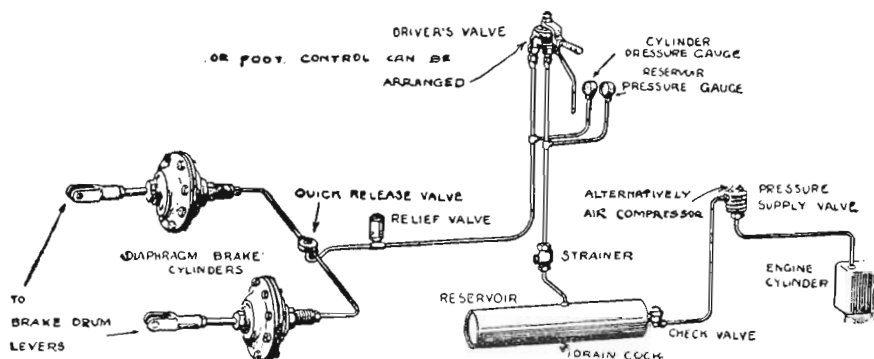


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These brakes ensure:—Maximum braking power, freedom from skidding, shorter stopping distance, easier control, greater safety through the elimination of manual effort, etc. In making enquiries, state maker's name of vehicle, model, type, etc.

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# The Victorian Railways Magazine

ISSUED UNDER THE AUSPICES OF THE VICTORIAN RAILWAYS INSTITUTE.

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## PRINCIPAL CONTENTS FOR JULY

	PAGE
BUSES WILL NOT PUT THE RAILWAYS OUT OF BUSINESS .. .. .	5
<small>Extracts of Lecture by Mr. W. H. Sawyer</small>	
COMMERCIAL TRAVELLERS AND RAILWAYMEN .. .. .	7
<small>By Mr. E. L. Jones, President, Vic. Commercial Travellers' Assn.</small>	
WHERE BUGGIES ARE SOLD FOR 15/- .. .. .	9
<small>A Peep at a Sale of Unclaimed Property</small>	
PRELIMINARIES TO RAILWAY CONSTRUCTION IN VICTORIA .. .. .	10
<small>By Mr. G. Brown, Secretary, Railways Standing Committee</small>	
LEGIBLE SIGNS ASSIST RAILWAY TRAVELLERS .. .. .	11
<small>Where Railway Signs are Made</small>	
THINGS WE ARE TALKING ABOUT .. .. .	12
<small>Railway Matters of the Moment</small>	
BALLARAT IS THE CENTRE OF A BIG RAILWAY AREA .. .. .	14
BALLARAT'S THREE RAILWAY CHIEFS .. .. .	15
FRIENDLY RELATIONS ESTABLISHED WITH RIVERINA RAILWAY USERS .. .. .	17
SOME NOTES ON THE ECONOMICS OF A RAILWAY SYSTEM .. .. .	18
<small>By Mr. T. F. Brennan, Chief Accountant, Victorian Railways</small>	
RAILWAY SCALES ARE ACCURATE .. .. .	19
<small>How Victorian Railways Scales are Tested</small>	
NEW INSTITUTE FOR BALLARAT .. .. .	21
<small>Splendid New Building for Use of Railwaymen</small>	
YOU WILL LIKE THE DIESEL ELECTRIC LOCOMOTIVES .. .. .	24
<small>By Mr. W. H. Sawyer</small>	
ELECTRIC WORK IS THE KEYSTONE OF MODERN RAILWAY OPERATION .. .. .	25
RAILWAYMEN AND AUSTRALIAN DEVELOPMENT .. .. .	27
<small>By Mr. T. W. J. Cox, Metropolitan Supt.</small>	
VICTORIA'S RAILWAYS—A PRODUCTIVE UNIT IN INDUSTRY .. .. .	30
<small>By Mr. G. K. Cockburn</small>	
HELPING THOSE WHO CANNOT HELP THEMSELVES .. .. .	31
<small>How Ballarat Railwaymen Assist a Worthy Charity</small>	
HOME BUILDING FEATURE .. .. .	35
<small>With Sketch and Plan</small>	
NYAH DISTRICT THE CENTRE OF A BIG DRIED FRUITS AREA .. .. .	37
<small>By Mr. L. J. Sly</small>	
COMMERCIAL AGENT APPOINTED .. .. .	40
<small>Mr. W. L. Middleton to Foster Business</small>	
LOCOMOTIVE FAILURES AND THEIR COST. .. .. .	43
<small>Victoria's Position Analysed</small>	
IN ADDITION—ALL THE USUAL FEATURES, PAGES FOR WOMEN, CHILDREN, WIRELESS, "SAFETY FIRST," GARDENING, WITH DETAILED NOTES ON THE DOINGS OF THE VICTORIAN RAILWAYS INSTITUTE	

Articles published in the Victorian Railways Magazine express the views of contributors, and are not to be accepted as coming from the Administration unless specifically stated.

FOR 7s. per annum in advance the "Magazine" will be forwarded to any address.

It is delivered free to all members of the Victorian Railways Institute.

Articles and reports on matters of interest to employes, short stories and verse, photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor, "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

All enquiries, except on advertising matters, should be addressed to the Editor.

Telephone enquiries to Central 5480; or Railways 174.

For advertising rates, application should be made to the Railways Advertising Division, Savings Bank Buildings, corner of Spencer and Collins-streets, Melbourne.

Telephone enquiries to Central 6414, or Railways 139.

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## TOPICS OF THE MONTH



### Waste Is a Crime

**W**ASTE is the greatest of economic crimes. Waste means the loss of thousands of pounds every year. Waste is avoidable by the use of ordinary care and common sense.

\* \* \*

Unless the closest supervision is exercised, waste is particularly pronounced in railway work, because of the wide field of activity covered by the large army of persons engaged in the production of transportation service.

Waste by anyone, no matter how small it may seem to the individual, means a tremendous sum in the aggregate.

Railway operation is now a very expensive item, and the margin between income and out-go is so small that it is a matter of vital importance for a railwayman, in his own interests as well as those of the Department, to eliminate waste wherever he can.

\* \* \*

If every Victorian railwayman were to prevent waste to the extent of three-pence a day, the total economy for a year would be more than £120,000—quite a tidy sum.

Let us lay low the bogey of waste!

### Give Chapter and Verse

**T**HOUGH our policy of inviting constructive criticism and suggestions is becoming more generally known, the Victorian Railways are still called upon frequently to institute search for the actual facts before a complaint can be investigated, remedied and, if necessary, replied to.

\* \* \*

This refers particularly to the anonymous critic who writes to the Press, voicing a complaint, but mentions neither day, station nor district, and fails to give any facts or figures to facilitate investigation. Complaints such as this unfairly stigmatise the whole Service, and are not in the best interests of efficiency. Such criticism is harmful. It helps neither complainant nor Department and gets us nowhere.

\* \* \*

Every Victorian railwayman is anxious to rectify mistakes, and to those who may be tempted to make a vague complaint all we ask, in the interests of the customer and of the individual railwayman, is that the complainant give "chapter and verse" for a complaint, so that we may know exactly where we have done wrong.

Let us know and we will take action to improve that particular section of our Service.

# Buses Will Not Put the Railways Out of Business

Victorian railwaymen spent an interesting two hours on May 26 with Mr. W. H. Sawyer, an American electrical and transportation expert. To give this lecture Mr. Sawyer gave up some of his valuable time in this State inquiring, on behalf of the State Government, into the Electricity Commission's undertaking at Yallourn. His comments on road competition were full of interest.

"The bus is not going to put steel tyres or steel rails out of business. There is nothing in the status of the art that indicates that possibility, let alone probability. Your steel tyres and steel rails are to-day a necessity, here and in America and elsewhere." Mr. Sawyer said.

**N**OW, that statement does not mean that we are not going to have a lot more 'buses five years from to-day, because we are, Mr. Sawyer added. We are going to have more in America, and you are going to have a lot more here, both on inter-city work and on city work.

We, over there, have been through what you are going through. We failed to do what your tramway people and railway people failed to do. We did not get into the 'bus business quick enough.

Irresponsible pirates came along and operated, and we thought they would go into receivership, but as time went on more came along, and they got to taking business, and it hurt, but that situation to-day has considerably changed—changed for many reasons.

One is that our public has now got to the point that they appreciate—they cannot get something for nothing. It is human to try and get something for nothing, but you cannot do it for any long-continued period.

The people thought when these 'buses first started with us that the railways and tramways would continue to give just the same kind of service they always had given, at the same rates of fare, at the same period, but they had it proven to them several times that it could not be done, and the public to-day are for the tramways and the railways.

## Two Cannot Operate Successfully

Now, that is not true everywhere in the United States, but it is the trend everywhere, and it is largely true.

Another thing that brought that about was not only a change on the part of the people in appreciating that the 'bus owned by the independent operator, if allowed to compete with the railways, was going to lessen the railway service—they thought at first it would not—but they appreciated that the two could not operate where one had before, and both make money.

The tramway people and the railway people are taking the ground that they are going to furnish the service for their community. If the people want 'bus service they can have it—if they want aeroplane service they can have it—but we are going to furnish it.

That, together with the fact that the tramways and railways were losing so much money that they just quit operating, brought a lot

of people to their senses.

I know several tramways over there that just had to quit. They talked to the municipalities and the customers, and told them that they could not continue to operate trams if these 'buses were to be allowed to operate, because they were only carrying part of the people, and they needed to carry all of them so that they could pay interest and dividends to the shareholders.

In practically every case where the tramways stopped operating the municipalities and the public came to them some time after and begged them to come back again, and they put the illegitimate, irresponsible pirate 'buses out of business because they found they could not handle the business and give good service.

It is all right to have 'buses if they can, and still have everything the railways and tramways had given before.

## Railway and Tramway Buses

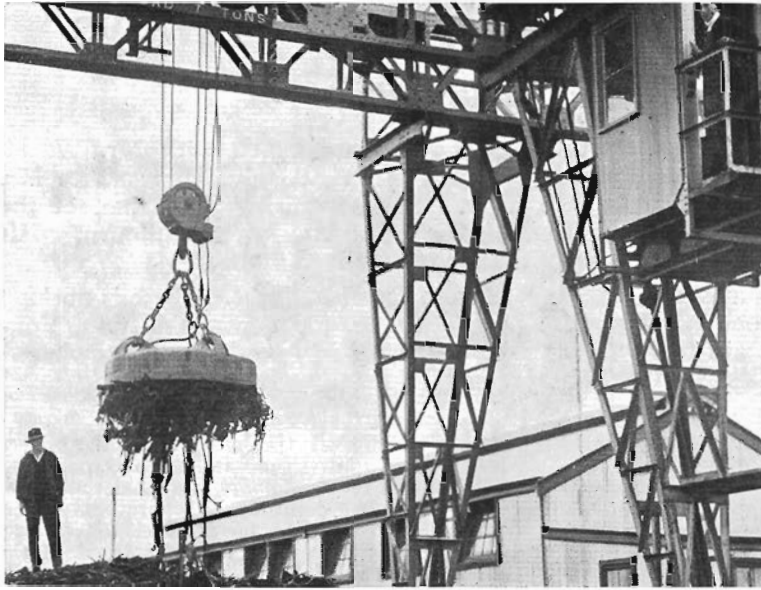
The railways cannot operate or continue to give a kind of service they have been giving at the same tariff if part of the people are going to ride in some other way.

There is another factor, however, with us that gives me more concern than the motor 'bus. The 'buses are going to work themselves out of business ultimately. The condition existing here to-day cannot continue, and what I believe is going to happen is that the 'buses are going to be operated by the railways and tramways, and they are not going to be operated in competition, as it were, running right alongside each other—they are going to co-ordinate with the present system—rounded out so as to give the best service for the least money.

It is too expensive, this operation, as I see it here to-day. I say that, based on our experience, because we are a year or two further along than you are on that—a number of us are operating 'buses.

We have stopped some branch line business and inter-city electric railways, and we are operating 'buses instead; but, again, that does not mean that the 'bus is going to supersede the electric railway or the steam railway or tramway. But it has got a place, and a legitimate place, and it should be operated by legitimate people for legitimate purposes, and that is not what is happening around here to-day.

Well, there is just a little bit more than



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*The new 7-ton magnetic gantry crane at the Spotswood Reclamation Depot lifts about one ton of scrap material at a time and places it in the trucks. This crane greatly facilitates the work. The structure extends 100 feet from wing to wing, and has a run of 1150 feet over three sets of tracks.*

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the 'bus situation, and that is the competition from the privately-owned motor cars. That is taking away our business, and just enough of it that it is very embarrassing, because our railways and tramways are still a necessity.

Everybody cannot own motor cars, some people have got to ride in trams and railways, and we have got to keep that service up, and the competition from privately-owned machines is, to my mind, in the future, a more serious consequence than is the 'bus, because this 'bus situation can be worked out, and will be, I believe.

You take this 'bus situation as you have it here to-day, and it is just what we have had. The State builds the road, and they operate on it just the same as they did with us. They practically pay nothing worn talking about, and they wear down the road.

Another change is with the 'bus manufacturers themselves. They woke up a few years ago. They had sold these inter-city and city 'buses to irresponsible people. I say that they financed them. They do not like me to say that, but that is what they did. You finance a man for all practical purposes when you only take part payment down, and then he pays the rest of it on monthly payments—that is just financing him, and that is what motor 'bus manufacturers did for a considerable period.

The 'buses wore out before they made their payments, and the manufacturers got tired with dealing with these irresponsible people, and they said they would not sell to these irresponsible people any more, they come to the railway or tramway office if someone wants to buy a 'bus to operate in competition, and tell us about it, or, at least, ask us if we are interested.

Motor 'bus manufacturers are getting pretty particular to whom they sell over there, and as time goes on the public will not be so anxious to be carried by these irresponsible people.

We are working it out along sane lines over there. We are operating 'buses, and we are going to continue to do so, but we are not operating to take away from our other business, because the people cannot afford to pay the price of two lines of transportation where one could take care of the business.

We are operating in places where there were no tracks before. We are operating from the ends of our branch lines, through junction points on main lines out into territory where there have been no railways, and bringing them into the railways—in other words we are operating in co-ordination with our present systems so that we can give the best kind of transportation for the district at the lowest price.

That is where you are going to come eventually. It surprises me that this state of affairs exists on a State-owned proposition. Over there we are private companies, and you would rather expect that public municipalities or States would try to help their railway to give good service. You would not be so surprised if they let 'buses operate against us over there. The reason why they do not is that they have found it is too expensive.

It is surprising to me that over here, where you have State or municipality owned railways, they let these irresponsible pirates come on to the road and take business away from their own tramways and railways that belong to the people themselves. You are sound, however, and you are going to come out of it all right.

# Commercial Travellers and Railwaymen

That the commercial traveller and the railwayman have much in common is emphasised by the president of the Commercial Travellers' Association (Mr. E. L. Jones) in the following article, written specially for the "V.R. Magazine."

**T**HE relations between the commercial traveller and the railwayman may perhaps be best described as "interlocking."

It is to the advantage of each to help the other.

The commercial traveller, although, of course, that is not really his special mission, acts as a freight agent for the railwayman.

The orders which he obtains are mostly despatched to the customers by rail in every kind of goods classification—packages of all sizes, large and small.

It is thus obviously the best policy of the railwayman to do his utmost to facilitate the movements of the commercial traveller, and especially those of his samples.

For samples are the traveller's tools of trade, and he is comparatively helpless without them.

It will be seen, then, at what a great disadvantage a traveller is placed when, by some slip on the part of a Railway official, the traveller finds himself stranded in a country town minus his samples.

It means a loss, not only to the traveller and his firm and to his client, the country trader, but to the Railways themselves in the form of freight, for business missed like this cannot necessarily be recovered, especially in goods which depend upon the seasons.

## Exercise Care in Weighing

Even after samples have arrived at a country station, the traveller's interests may suffer if he cannot be sure of prompt delivery and has to wait about, missing valuable business time.

Care on the part of the Railway staff in weighing commercial travellers' samples is also a matter of importance, for sometimes a traveller is penalised through an error in weighing, which is only discovered at subsequent stations, after the traveller has a black mark made against him.

There are, of course, many commercial travellers who do not carry samples in any bulk, in regard to whom the foregoing remarks do not apply; but the whole body of commercial travellers represents a substantial portion of the traffic of the Railways. This will be realised when it is learned that more than 1300 "all lines" or "sectional" periodical tickets are issued by the Victorian Railways, the great majority of the holders being members of the C.T.A. of Victoria.

This is apart from single tickets issued to travellers from other States, or those who do not hold periodicals, although, of course, the percentage of these is not large.

It is claimed that the commercial traveller, with his regular use of the railways, may be regarded as the most steady factor in the pas-

senger trade. A commercial traveller does not confine himself to the main lines, but pushes out to the railheads, increasing the commerce of the State and opening up new territory, bringing those supplies to the pioneers of the rural districts, which make life worth living for them.

Talking of the branch lines reminds me of the importance to commercial travellers of making connections, a matter in which he is vitally concerned, and in which the railwayman can, and often does, help him.

## Maintain the Standard of Service

A great part of the commercial traveller's life is spent in the trains, and as it is of advantage to him in the conduct of his business that he should keep as fit as possible, the standard of comfort to be obtained is not to be disregarded. Lavatory service, cleanliness, ventilation, precautions against dust, all these points rank highly in the estimation of the commercial traveller.

Refreshment room service is also a prime factor in the commercial traveller's daily life, for he must take many of his meals whilst travelling.

Commercial travellers, as a body, favour travelling by rail, and have no desire to take to the road, for motor travelling is not a good thing for the business man, who is just as liable to suffer from nerves as anyone else.

That is the reason why a great percentage of commercial travellers in Victoria stick to the railways, and they hope to be always able to do so. That they have been able to accomplish this up to the present is a tribute to the service they receive at the hands of the railwaymen of Victoria, from the Commissioners downwards.

## Victorian Railways Give Satisfaction

Our members of the C.T.A. travel in all the States of the Commonwealth, and they are quite satisfied that the Victorian Railways are the best, not only in equipment, but in the personnel of the staff, who are, taken all round, a fine body of men.

We realise, however, that the courtesy and consideration cannot be all on one side. The railwaymen are just as much entitled to courtesy and consideration from commercial travellers, as vice versa. We know that there are many ways in which the commercial traveller can help the railwayman, and it is his duty to do so.

The commercial traveller using samples can see that his packages are legibly addressed, and old destination tickets removed from them. He should see that his consignment notes are in order, and that he arrives with his samples,



# Noojee Reconstruction Carried Through Without a Hitch

*Way and Works men put up a splendid performance by the speedy and efficient manner in which they repaired the extensive damage to the railway track in the ill-fated Noojee district. Work commenced on February 22, five bridges were practically reconstructed, station buildings and residences, railway stock yards, five miles of fencing and 500 sleepers replaced, and the line made available for traffic by May 14, well within the scheduled time.*

**N**O. 4 bridge, which is the highest timber structure in the State and situated on the sharpest curvature and heaviest grade for a broad gauge line, received the full brunt of the fire. It is 600 feet long and 100 feet high, and seven spans, 110 feet in length, were burnt away, as well as 50 piles and 450 feet of decking and gravel beam.

A rolled steel joist was necessary to strengthen this bridge when the gangs were re-establishing it, and 850 feet of stretcher and several 50-ft. piles were used also.

The 90-ft. No. 3 bridge, which crosses a road, had been completely destroyed and was entirely reconstructed.

The other bridges fared scarcely any better. The gangs removed four piers and renewed 14

piles on No. 2 bridge, and extensive renovations were carried out to Nos. 5 and 6.

At Noojee itself, the station buildings, goods shed and platform, stock yards, departmental residence, turntable, double culvert, four cattle pits, sheep races, ashpit and drivers' rest house were all reconstructed.

Neerim's cream shed and portion of the platform facings needed and received attention, although it is remarkable that the damage here was not far greater. The station buildings were in the direct line of fire, but, by some amazing freak, the flames swept right around them and consumed the shed only.

Ganger McKay put up a great fight at Neerim to protect departmental property.

The largest number of men that could be placed on the job at one time was 60, although on one occasion it was possible to get 72 men placed helping to put things in order.

"The work was carried on under the continual personal supervision of Acting Works Foreman R. J. Withey," says the District Engineer (Mr. E. Richard), "and I would like to pay a tribute to the initiative and efforts of that officer and of the picked men, both permanent way and artisan, who co-operated so splendidly with him. They showed how well railwaymen can rise to an emergency."



*Shrewd bargain-hunters listen critically while the auctioneer seeks to lure them on to higher bids at the sale of unclaimed property left with the Railways.*

or sends his samples to the railway station so as to give a reasonable time to the officials to deal with them.

It is the duty of the commercial traveller to realise that the Railway official is a human being like unto himself, and may have reason, on occasion, to feel a bit nervy. That is the time for the kind word or look which means so much to every one of us.

We are quite aware that amongst the large body of commercial travellers using the railways there are unreasonable individuals of the class which our American friends call chronic "kickers," but they should not be regarded as representative of commercial travellers as a

whole.

The truly representative traveller looks upon the railwayman as a business friend, to be treated with due respect and consideration. In speaking thus I do not refer to the traffic officials only, such as the S.M.'s and porters, but to that fine body of men, the enginemen, guards, and signalmen, upon whose efficient conduct of their responsible duties depends the safety, not only of the commercial traveller, but of the whole of the travelling public.

So I want to say in conclusion, that the C.T.A. of Victoria holds out the hand of friendship to the railwayman, and will always be glad to keep on the best of terms with him.

## Where Buggies Are Sold for 15/-

London buyers are always lavish with their money at Christie's, and the New Yorker has grown accustomed to the exciting spectacle of millionaires' agents raising one another's bids by thousands at Beale's, but neither of these two world-famous auction rooms can show as much variety in exhibits as the Victorian Railways Lost and Unclaimed Property Store.



*Fifteen shillings bought this buggy at a recent railway auction sale.*

EVERY month Messrs. J. W. Styles and Son, on behalf of the Commissioners, conduct an unreserved sale of the multifarious articles left behind in trains by casual travellers and the amazing assortment of goods forgotten and unclaimed at railway stations.

Here and there amongst the crowd a pair of keen eyes set beneath shaggy brows betokens the presence of an alert dealer who has left the shelter of his shop for a few hours in search of bargains. A sprinkling of the fair sex, some with children whose interest in the proceedings is obviously slight, lends a holiday atmosphere to the gathering.

Bidding begins cautiously. The amateurs have not yet found their feet, and feel that the eyes of the world are upon them, while the experienced agents endeavour to gauge the extent of the opposition confronting them.

### All Sorts of Articles

A dozen brand new canvas water bags go for 9/-, 41 ice-cream glasses realise 15/-, and two dozen new pick handles are knocked down for 17/-. Thirteen shillings secures four dozen soup plates, and the same amount passes unchallenged for 15 packets of flaked cut tobacco.

An elderly individual, wearing a battered bowler, two overcoats, and three days' growth of bristle, starts violently, and eagerly offers a whole ten shillings for the next lot—28 rabbit traps.

His bid is short-lived. "Eleven!" sternly cries a stout citizen on the right, who bears a marked resemblance to movie comedian Mack Swain.

A cadaverous person, who has been hungrily consuming a green apple, deftly hurls the core through the open door and waves his hand to the auctioneer with the airy confidence of the experienced bidder.

The triangular battle carries the money up to 21/-, when the man in the two overcoats drops out, and then to 35/-, when the stout man lapses into sullen silence.

The cadaverous person displays no enthusiasm at his triumph, but nonchalantly

rummages in his coat pocket, unearths a second apple, and begins chewing once more.

Two dealers clash at the next lot—a dozen umbrellas. Twenty-two shillings is too much for one contestant, who, however, derives some consolation by securing three gents' overcoats at the next bid for 16/-.

There is an irruption of high finance when the auctioneer puts up Lot 138—"a Fowler preserving outfit and 22 large jars of assorted preserved fruit." A female of determined mien, whose hat is crowned with a large bunch of imitation cherries which shake and tremble in an alarming fashion every time she makes a bid, is well to the fore, as the price rises by half-crowns, past two pounds, and into the three's. Her rivals eventually abandon the field at £3/10/-.

### Scores of Umbrellas.

Then there are scores and scores of umbrellas, books by the dozen, hand bags and lunch cases, tyres, mattresses, pickle jars, taps, jardinières, beer extractors, candle sticks, pair of boots, Remington typewriter, acetylene tank, clarinet and piccolo with case, Vienna chairs, oil stoves, native bird egg shells, 50lb. of Salvitis salt licks, preserved fern leaves, bedsteads, perambulators, deck chairs, 100-yard rolls of Cyclone wire, fenders, locks, radio batteries and accumulators, a gas griller, 2 cwt. of toilet soap, sacks of flour, washing soda, rye grass seed, and salt and drums of tar.

Outside the shed are assembled unwieldy goods which are too bulky to be sold inside—21 sacks of briquettes, 76 split palings, huge empty drums, tons of cast iron piping, and the like.

A decrepit buggy, presumably contemporaneous with John Pascoe Fawkner, goes for 15/-, while 47 bags of charcoal bring £2/10/-, and 16 sacks of coal and 10 of coke £2/12/6.

And to think that all these goods have owners somewhere or other who have either forgotten all about them or are not interested enough to claim them! Truly, we are a casual people.

# Railway Construction in Victoria



Much preliminary inquiry and investigation is necessary before a railway line is constructed in Victoria. Mr. Geo. Brown, the Secretary of the State Parliamentary Railways Standing Committee, is closely associated with this work. He recently gave an interesting wireless talk describing it, and some of his notes are reprinted herewith.

**T**AKING a typical case for illustration, let us suppose that a district is some considerable distance from an existing line, and closer railway facilities are desired.

Now, for convenience in referring to it, let us give the district a name—we will call it, let us say, Ironbark. The first step then is taken by the Ironbark Municipal Council or Progress

Association, or the Ironbark Railway League, as the case may be, by enlisting the aid of its Parliamentary representatives, who usually arrange to accompany a deputation from the district to the Minister for Railways.

A strong case is put before the Minister, and if he is impressed he visits the district, generally in company with the Chief Engineer for Railway Construction. If the Minister should think the case worthy of further investigation, he suggests to his colleagues in Cabinet that the matter might be referred to the Railways Standing Committee for inquiry.

If the Cabinet should agree, the Minister then moves in the Legislative Assembly to that effect, and, provided a sufficient number of members support the motion, the question of serving the district of Ironbark with better railway facilities is remitted to the Committee for investigation.

I would like to explain here just what the Railways Standing Committee is, and how it operates, so that you may appreciate the position better; then we can come back to the fate of this new railway proposal from the residents of Ironbark.

In 1890 the Gillies-Deakin Ministry submitted to the Legislative Assembly a Railway Construction Bill (known as the Octopus Railway Bill), which sought to authorise the build-

ing of no less than 43 new country lines, at an estimated cost of more than £6,000,000, and 10 suburban railways, estimated to cost nearly £2,000,000.

When that Bill was placed before Parliament a number of members on both sides of the House were dissatisfied at lines in their districts not being included in the measure. These members held a meeting, and selected 54 additional country lines and three suburban railways, and it was agreed that the Ministry should be asked to include these in the Bill. That made a total of 97 country and 13 suburban proposals, or 110 new lines altogether.

While this was taking place the land boom collapsed, the revenue of the State diminished considerably, the banks began to call upon their customers to reduce their liabilities, and an agitation began in the columns of the newspapers to prevent the Railway Construction Bill from becoming law, as it was thought the measure committed the State to too large a capital expenditure, and, moreover, it was found in some cases that two lines only a few miles apart were provided to serve one district.

## For the Duration of Parliament

The Victorian Ministry thereupon decided to follow the example of New South Wales, and appoint a Railways Standing Committee, the word "standing" meaning that on its appointment it would stand for the duration of that Parliament, and not expire at the end of a session, as many Parliamentary committees do.

That committee consisted of 13 members, and the whole of the railway proposals were referred to it for inquiry and report. At the end of 12 months the Committee recommended some 10 lines for construction, and these were authorised by Parliament. (You will remember that 110 were suggested.)

In 1904 the number of members on the Committee was reduced to six, as it stands to-day the present Committee consisting of two members from the Ministerial side of the Legislative Assembly, two members from the Opposition side of the House, and two members from the Legislative Council.

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Now, then, that you have an understanding of the how and the why of the Committee, and its work on broad principles, let us get back to our friends from Ironbark, who have been waiting on the mat so patiently all this time.

(Continued on page 64)

# Legible Signs Assist Railway Travellers



All railway signwriting work for the metropolitan stations and the Williamstown, Essendon, Coburg and Sunshine lines is performed by five signwriters and one painter, who are located in the Flinders Street station building. The type of work turned out there ranges from vivid red "Danger" notices to artistically labelled "confectionery" globes for refreshment stalls.

"WE know the value and importance of a railway sign here," says Leading Hand U. Lovell, who is the senior man at the Metropolitan Signwriting Shop. "I suppose it's the first thing a stranger looks for on a railway station, and I don't think there's much doubt about him being well catered for in Victoria.

"The purpose of a sign is, first and foremost, to convey information. Therefore, it follows that if a sign, through bad display, bad spacing, or any other defect, does not readily convey its message to those it is intended to inform, it is not a good sign.

"Most people don't realise it, but it's much more difficult to paint simple block type lettering in black and white, without the assistance of coloring or shading than to execute ornamental lettering with elaborate flourishes and curves. Any expert will bear that out.

"Signs written by an amateur are invariably designed in ornamental type, because that style allows him to take the greatest liberties with his work. He is not tied to fixed rules, as with block lettering, nor is he troubled with the difficulties of spacing.

"Railway work, on the other hand, generally has nothing to assist it, and requires much greater skill, as the slightest inaccuracy will be readily apparent."

So, when a Departmental writer letters a train indicator board to read, say, "Next train, Dandenong," he doesn't paint it red, white, and blue, with Gothic capitals, scrolls, flowers, or complicated embellishments. He prints it in neat, simple lettering that can be read at a

glance, for he knows that ornamental work does not help to make an effective sign, as every complication of form means more difficulty in reading it.

"Mind, though," continues Mr. Lovell, "all our work here isn't black and white lettering. We gild on glass (you'll see some of our work on the Tourist Bureau windows), and on polished wood; we paint clock dials of various sizes, and perform many intricate jobs, such as tiny lettering on electrical instruments.

"In addition to our metropolitan and suburban duties, we also do maintenance work for the North-Eastern District, the jobs being sent down here to us.

"So we haven't much spare time on our hands."

Variety being alleged to be the spice of life, a railway signwriter can justly claim that there's plenty of spice about his job.

He may do a bold, commanding sign for the Electrical Branch—"Beware of Wires!" or something like that—then label a fancy electric light globe "Confectionery and Soft Drinks" for the Superintendent of Refreshment Room Services, and, finally, switch on to a big calico sign for the football traffic, with a couple of "No Road" notices, a batch of train indicators, a huge board for a station book-stall, and half a dozen electric number plates waiting their turn beside him.

When a frequent repetition of an inscription is required, time is saved by the use of stencils cut from silk, metal, or paper.

Whatever the job is, however, it always receives the same careful and painstaking attention.



# Things We Are Talking About

Geelong Flier's Timekeeping—Naming Passenger Trains—Mallee Reso. Tour—Acts of Service

## Keep Clean—Have Pride in Your Work

"I HAVE just come from one of your Commissioners' inspection trips. I did not believe it possible to see as good housekeeping as I have seen in the last two days on this inspection trip," said Mr. W. H. Sawyer, of America, when lecturing at the Jolimont Lecture Session on May 26.

"We have such housekeeping on our main lines on our bigger systems, but that housekeeping of ours does not extend clear into every nook and corner of even the slim pickings on the branch lines as I find here.

"You know, a man cannot do good work unless he has a pride in his work, and he cannot have a pride in his work if it is dirty. Of course, he can't."

## Names for Passenger Trains

EXTENDING the system of naming important passenger trains in Victoria, the Railways Commissioners have announced the following names for four of the more important trains.

The 8.30 a.m. train from Melbourne to Bendigo will be known as "The Great Northern Limited." This train serves the Riverina, and enables persons desiring to reach right through to Balranald to do so the same day.

The 4.30 p.m. express from Melbourne to Adelaide and Western Australia will be named "The Overland," the 5 p.m. Melbourne to Sydney express will be known as "The Sydney Limited," and the 4.50 p.m. Melbourne to Bendigo train will in future have the title "The Bendigo Express."

## Mallee "Reso" Tour

AT the time of going to press arrangements were well in hand for the twelfth "Reso" tour, which is to be conducted to the Mallee and Mildura district, leaving Melbourne on Monday, July 19.

A record number of applications have been received, and this promises to be one of the most successful tours yet held.

District people are entering wholeheartedly into the programme, and the train will stop at the following places:—Creswick, Maryborough, Underbool, Murrayville, Carwarp, Redcliffs, Mildura, Birchip, St. Arnaud, and Daylesford.

## New Zealand Railways Magazine

FALLING into line with railway organisations throughout the world, the New Zealand Railways have commenced the publication of a staff magazine, the first copy of which has just reached us.

It is an excellently produced periodical, printed on art paper, profusely illustrated, and containing information for maintaining contact between the administration, the employees, and the public.

## Melbourne Yard Men's Fine Record

THE Melbourne Yard staff have good reason to feel proud of their latest achievement.

During March they handled 148,730 vehicles, representing a daily average of 5508, which is a record so far as the yard is concerned.

Every class of loading was included in this traffic, including a large live stock tonnage. The record is all the more remarkable when it is remembered that there was much less wheat offering this year than for several seasons past.

The record is a healthy sign, for the Melbourne Yard traffic is always an indication of the state of the Railways' goods business for the whole of Victoria.

The yard's previous best performance was during October last, when 148,191 trucks were handled—539 less than March.

## Little Acts of Service

SERVICE can be rendered in many ways. People are apt to forget the general service which railwaymen render, but it is the little personal touches which are remembered by individuals.

A recent incident won us a lasting friend. A gentleman, in throwing a newspaper from a carriage window of the Sydney Limited to some gangers on the line, accidentally included a pair of valuable gloves in folds of the paper. On arrival at Spencer Street he informed the authorities, who immediately got in touch with the station master nearest the spot where the gloves were lost.

Inquiries were made, and the next day the gloves were restored to the grateful owner.

Will the Department be repaid for the trouble taken in this case? Of course it will. Every time gloves are mentioned that traveller will recall the Victorian Railways as an efficient organisation anxious to please its patrons.

## On Time All the Time

"ON time all the time" is the motto of those connected with actual train running in the Victorian Railways service.

A feeling of pride is being engendered among railwaymen regarding our time-keeping records. This feeling is specially pronounced in connection with the Geelong Flier, the first train to be given a distinctive name in Victoria. Since its inception this train has had a splendid record for punctuality.

The Flier began running on May 3, and has been on time every day except one. On June 7 it was delayed on the "down" journey by a bad fog, which not only seriously affected all train services, but also trams and other forms of transportation.

## Safety at Level Crossings

The Victorian Government is considering the introduction of legislation compelling drivers of vehicles to stop before passing over level crossings.

MR. W. H. SAWYER, of U.S.A., who addressed Victorian railwaymen on May 26, made some interesting comments on the level crossing problem.

"It is a big subject, and it is a very serious situation with us to-day, as we have got a good many more motor cars than you have," Mr. Sawyer said.

"The number of grade crossing accidents—as we call them—is appalling. We have tried signals, as we have tried gates; we have tried all kinds of devices.

"I can take you and show you where a private motor car has run right on and banged through gates. I can show you, time and again, where the 'wig-wag' was wig-wagging danger, and they ran straight through. I can show you where the whistle blew, and there was no question about it, and they went right on.

"I hear that your Government is considering passing an Act forcing drivers of motor cars to stop before crossing a level crossing. I believe that that is the line you have got to work along, especially for what might be called hazardous crossings. Of course, all crossings are hazardous—I appreciate that—but for the extra-hazardous crossings, where you do not get a full vision, I believe the only solution is that the motor car driver must stop, and if he does not stop he should go to gaol.

"It is a serious situation, and it is going to be more serious—this reckless driving is only manslaughter, you know.

"I have seen many an engine driver or motorman wrecked with the shock of life taken which he was not to blame for. I think you are moving in the right direction passing an Act forcing motor drivers to stop, unless, at least, he can have a clear vision in both directions. I know cases where we have had accidents, even with a clear vision in both directions."

## Something to Crow About

Kangaroo Flat is fast becoming THE premier egg laying centre of Victoria. Within two miles of the Post Office, 50 acres of land are held by poultry farmers, and it is estimated that at least 20,000 hens are busy on this area producing freight for the railways and profits for the farmers.

EACH year a total of 15 million eggs is sent to the market by the Kangaroo Flat poultry farmers, and to maintain the birds it is necessary each year for the owners to purchase fodder and grit in the following quantities:—Wheat, 4160 bags; oats, 1240



*These fine publicity racks, well stocked with attractive literature, are provided in 14 of the leading hotels of Melbourne. The literature is distributed gratis by this means, and, judging by the rate at which stocks require to be renewed, the facilities are much appreciated by hotel patrons.*

bags; maize, 1040 bags; pollard, 6760 bags; bran, 2120 bags; shell grit, 1040 bags; and the railways transport this freight, as well as the eggs.

Inquiries go to show that the poultry men of Kangaroo Flat are well satisfied with the

*A poet gives this as one of the chief causes of damage to egg consignments:*

*Eggs is eggs,  
An' eggs is little.  
Some chaps is rough,  
An' eggs is brittle.*

service they receive from the Railways, and, as the farmers are experts at egg packing, they experience few instances of breakages.

It was at Kangaroo Flat that a hen put up a world's record for egg laying, and for this hen the owner refused £200.

The egg industry is one of growing importance, and one that can be made highly profitable. The railwayman must realise that he is a factor in the successful marketing of the egg. The producer is asking for his co-operation. Let's help the egg man.

The Weekly Notice is frequently drawing attention to the necessity for care being exercised in the handling of cases of eggs. Some chaps do not realise that by a moment's carelessness they might spoil a week's good work of a fowl or of many fowls.

# Ballarat is the Centre of a Big Railway Area

Leaving goods trains out of the picture altogether, no less than 56 trains are dealt with at Ballarat between 5.30 a.m. and midnight, and every month nearly 18,000 tickets are issued from other stations to Ballarat. These figures give some indication of the important part which railwaymen at that centre play in the general scheme of railway service.

**B**ALLARAT'S foundations were laid by the gold mining industry, but, unlike most mining towns, the place never went down hill when the gold began to fail. With the gradual disappearance of the metal which once upon a time was made into sovereigns, came the development of agricultural and pastoral industries, and the expansion of manufacturing and trading activities, so that the well-being and prosperity of the city was maintained.

Now Ballarat is the Commonwealth's largest inland city, with a population, within its suburban radius, of 40,000. It is really much easier to mention the industries that aren't carried on there, than to endeavor to enumerate successfully all that are flourishing and steadily extending in and around the city.

From the farmer's viewpoint, Ballarat couldn't be in a better position. It is the centre of an enormous area of splendid cereal and grazing land, including the district of Bungaree, Dean, Newlyn, Coghill's Creek, Bur-rumbeet, and the rich western plains surrounding Skipton. Wheat, oats, barley, potatoes, and other cereals are produced in sufficient quantities to give the Western District railwaymen plenty to think about the whole year round.

## A Large Manufacturing Centre

As a manufacturing centre, Ballarat has also made a name for itself. There are two large woollen mills—the Sunnyside Mills, at Ballarat South, and the Myer Mills, at Ballarat North—which are equipped with the most modern machinery and employ large staffs in the manufacture of tweeds, worsteds, flannels, blankets, and rugs.

Freezing works, with a capital of £150,000, deal with sheep and lambs by the thousand, and have an ever-increasing export trade.

Other articles manufactured in extensive works include agricultural machinery (H. V. McKay's works had their origin in Ballarat), oil engines, roofing and tiles, bricks and pottery, air gas plants, brasswork, furniture, boots, jams, jellies and preserves, aerated waters, products of the brewery and distillery, paper bags, motor bodies, biscuits and confectionery, art metal, flour, leather goods, ham and bacon, ironwork, vehicles, boxes and cases, tanning, stoves and grates.

And a list of the city's industries would be quite incomplete without a mention of the fine railway workshops at North Ballarat, where railwaymen see that the engine wheels are

kept moving in the whole of the Western District.

The Ballarat Loco. Depot, which is located at Ballarat East, has a staff of 193, with an average fortnightly pay roll of £2200, and shelters 38 engines, including 20 superheaters and 21 "A2" class. The total engine mileage each month is 103,164, and the coal consumption for a similar period is 2200 tons.

Transportation Branch activities at the centre keep 225 railwaymen fully occupied. There are 48 laborers, 38 clerks, 27 guards, 19 porters, and 17 goods checkers, and the yearly wage bill runs somewhere into the neighborhood of £74,000.

In the yard there are four yard foremen, five leading shunters, 10 shunters, 3 number takers, one yard clerk. Five pilots are employed each 24 hours, and for the week ending June 5, 7840 trucks were handled. An average of 1300 trucks is handled per day, while the yard is in operation from 2 a.m. Monday to 5 a.m. on the following Sunday.

In the goods sheds alone 84 men are employed. One week's work recently involved the receipt of 2245 tons, the despatch of 1407, and the transfer of 358. Five thousand consignment notes were made out, 1500 waybills issued, and 900 received.

Over the cart weighbridge (which is worked literally single-handed, the solitary attendant having only one arm) 270 vehicles pass daily, or more than 30 every hour.

Parcels shower in at the Ballarat Parcels' Office all day long. In a recent week 3051 were received, and 3968 despatched.

## 803 Miles in the District

The total mileage supervised by the District Superintendent (Mr. T. H. Maddern) is 803½, and the district's transportation men number in all 664. Among others, there are 73 station masters and 32 assistants, 69 guards, 80 porters, 32 shunters, 26 operating porters, 42 signalmen, and 63 clerks.

On the other hand, the District Engineer (Mr. A. J. Ward), from his base at Ballarat, keeps a watchful eye on 1300 miles of running track, and doesn't leave off counting his staff until he reaches 900.

He has road foremen at Ballarat, Ararat, Murtoa, Dimboola, Maryborough, and Ouyen, and at present five special gangs of more than 100 men are carrying out permanent way improvements in the district which will promote smoother and more efficient running.

*When you have read your copy of the Magazine, please pass it on.*

## Ballarat's Three Railway Chiefs

**B**ORN in 1880 at the small country town of Eldorado, Mr. T. H. Maddern is the youngest railway officer to receive promotion to the position of District Superintendent since the commencement of the Service as a Department, and was one of the fortunate 44 who were selected as railwaymen from more than 5000 applicants after the lean years of 1890-6.

He started as a junior clerk at the Melbourne Goods, and retains pleasant memories



of the thorough grounding in railway work that he, with many other prominent officers, received from Mr. Joseph Poynton, whose services were availed of at the inauguration of the Commonwealth Railways.

As a relaxation from his responsible duties, he is to be found on Saturday afternoons with a gun under his arm and accompanied by his pointer dog, tramping the Burrumbeet country in search of quail and other game.



**M**R. E. JACKSON has been a Rolling Stock Superintendent since 1920, and has been in charge at Ballarat for the last two years.

In 1885 he was an apprentice fitter and turner at Williamstown, and when those shops were demolished assisted Mr. R. Ferguson (who later became Assistant Chief Mechanical Engineer) to dismantle and re-erect the machinery at Newport. After 20 years' service he became fitter-in-charge of the Railway motor 'bus service, which plied between Malvern Town Hall and the Prahran Station, and blazed the trail for the present electric tram service. It is interesting to note that of the railwaymen actively concerned in the running of these 'buses, one became a Commissioner (Mr. Shannon), two Rolling Stock Superintendents, and three Depot Foremen, and the whole six are still in the Department.

In March, 1910, Mr. Jackson was fitter-in-charge at Nyora, when a temporary line was put down at the rate of one mile per day to link up with the Wonthaggi mines. This depot had 13 "W" class engines, the load for

one locomotive was 90 tons, and some of the grades were 1 in 28.

The depot was shifted to Wonthaggi in 1913,



and Mr. Jackson went to Stawell as Depot Foreman, being appointed Rolling Stock Superintendent seven years afterwards.



**M**R. R. A. J. WARD, who is not yet 45, was appointed District Engineer at Ballarat in January, 1925, when the district was first inaugurated.

Mr. Ward served his engineering articles in Lancashire, and came to Australia in 1904,

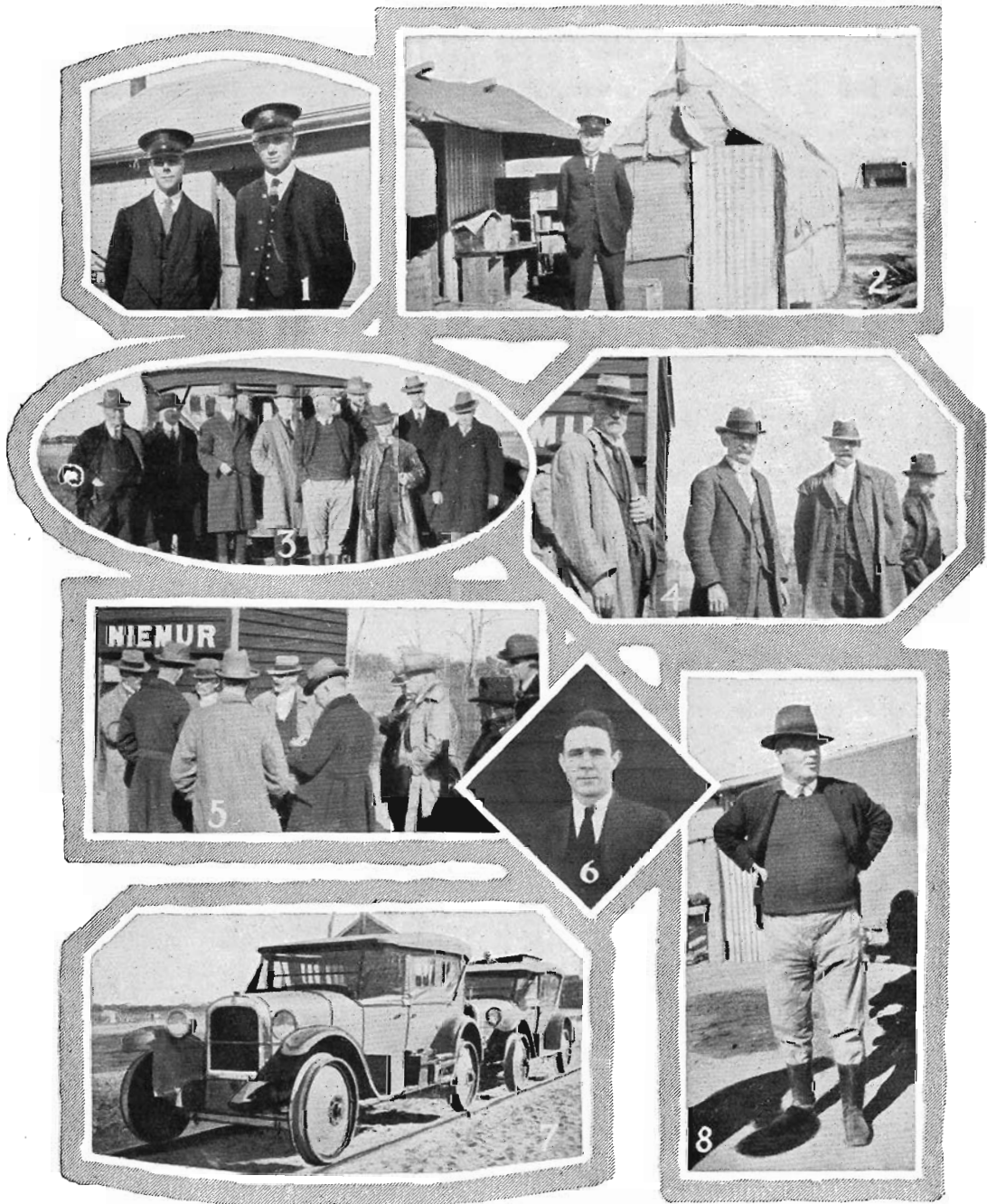


joining up with the Board of Works as draftsman.

He entered the Construction Branch of the Victorian Railways three years later, and subsequently transferred to the Way and Works Branch.

Following a term of three years at Ararat as Works Master, he took over bridge inspection duties.

He received his appointment at Seymour, and was in charge at that centre for two years before going to Ballarat.



Railwaymen pioneering a new line have some unique experiences:—(1) Mr. J. F. O'Brien, S.M. at Moulamein, is carrying on with Mr. F. Carroll, Operating Porter and Acting Guard. (2) Until permanent residences are erected, some of the station staffs on the Balranald line make-shift in temporary structures. Mr. J. D. Breayley lives in the above "residence" at Burra-boa, pending the erection of railway buildings. (3) Departmental Officers who recently toured the Balranald line getting in touch with the new railway users. (4) Three old pioneers—Messrs. P. Daly, W. D. Smith and W. Amor—of Niemur, who waited on the official party to present requests. (5) Mr. M. J. Canny, Gen. Supt. Transportation, confers with a deputation. (6) Mr. C. N. Fraser, S.M. at Bunnaloo. (7) The Dodge rail cars which carried the official party. (8) Mr. R. H. Francis, Construction Engineer-in-charge of the section of the new line from Barnes to Wakool.

## Friendly Relations Established With Riverina Railway Users

To explain methods of railway operation, and to stress the desire of the Victorian Railways Department for a co-operative spirit with business men, graziers and settlers in the territory served by the new border railway from Moama to Balranald, in New South Wales, a party of Victorian Railway officers last month visited the area, and by personal contact with the railway users won many friends for the Department.

**T**HE official party was led by the General Superintendent of Transportation (Mr. M. J. Canny), and included Messrs. A. Goudy, Engineer of Maintenance; H. Cooke, Chief Time-Tables Officer; J. E. McDowell, Special Officer from the General Passenger and Freight Agent's Office; H. R. Gollan, Assistant Railways Publicity Officer; W. Tredennick, Bendigo District Superintendent; and T. Coakley, Bendigo District Engineer.

The tour into the new area to be operated by the Victorian Railways Department was a success from every point of view. The party was met at Balranald by the Deputy Mayor (Alderman M. H. Harben) and other representative residents of the district.

The railway officers found that in and around Balranald the enthusiasm for a new future as a result of the railway is marked. For many years Balranald was reached by river and along stock routes; but even then it thrived. Now it promises to become an even greater commercial centre in the prosperous Southern Riverina. It has been carefully laid out, commercial houses have been well constructed, public buildings are imposing, and private homes are up to date.

After inspecting the station the party adjourned to the Royal Hotel, where a conference with townspeople and district residents was held.

### The Railways Rendering Good Service

In opening the proceedings, Mr. Canny pointed out that it was generally recognised that the railways were rendering good service in Victoria, and there was no reason why they should not give the same service in the Riverina now that this line had been built.

The Balranald line was going to carve a niche in the history, not only of Victoria or the Riverina, but of the continent of Australia. The fact that the users of this line lived in New South Wales made no difference to the Victorian Railways Department. They would get the same service as a railway user in Victoria.

If the Department did something wrong they wanted to know about it, and would do their utmost to put it right as soon as possible. Officers of the Department would be prepared to visit Balranald at any time to talk matters over should it be necessary. The district people were those who would be affected by the railway service, and it was desired to work in with them in every way.

His advice was to get the service going, and if, after a short time, it was found that adjustments were needed they could be dis-

cussed and amendments made. The Victorian Railways Department realised that there was an obligation upon them to do everything they could within reason, not only to cultivate and maintain happy relations with railway users, but to do everything they could in the interests of the development of the territory.

Mr. Canny asked the graziers, settlers, and townspeople to use the railways. The more traffic the railways carried the better the service that could be given.

Each of the other officers spoke concerning the special activities of his branch, and answered many questions. Mr. H. Cooke dealt with the proposed passenger service by a double-ended rail motor, and pointed out that the service would be increased as traffic justified.

### Residents Will Co-operate

Alderman Harben said it was the duty of the residents to co-operate with the Victorian Railways Commissioners and endeavour to increase the traffic on the rail motor and the loadings on the goods trains. He estimated that 8500 bales of wool would be loaded at Balranald in the coming season. This, in his opinion, would be increased to 10,500 bales in the following season. His only fear was that the Department would not be able to supply sufficient trucks in time, but Mr. Canny assured him that the Department would make it a point to see that Balranald's requirements would be fully met every day during the wool season.

On the return journey from Balranald the party stopped at every station, and were met by district settlers, who discussed matters of railway interest. It was surprising the number of requests made for increased live stock loading accommodation, indicating that this line will eventually be one of the heaviest live stock lines controlled by the Victorian Railways system.

Officers in the official party were wonderfully impressed with the country which the line traverses. Right along the 120 miles of route were to be seen excellent pasture lands, with a wonderful growth of feed for stock.

At Wamboota the country is excellent, and large numbers of sheep and cattle are fattening. When the railway was being constructed many farmers from this centre through to Thyra fallowed. Some have already sown wheat, while others are extending their fallow. Until the advent of the railways wheat grown in this district had to be carted long distances.



## Notes on the Economics of a Railway System

An interesting lecture under the above title was last month given before the Accountants Association by Mr. T. Brennan, Chief Accountant of the Victorian Railways Department. Mr. Brennan dealt at length with accountancy methods and showed that these are very complex in such a huge organisation. Some extracts from his remarks are given herewith.

THESE are many definitions of economics. One which you will find in one of the text books recommended in connection with the study of the subject is, "Economics is the study of business in its social aspect." My main objective at present is to make a study, a brief one, certainly, of the business side of a railway system.

The commencement of railway transportation does not take us far back into history, in fact, not beyond the beginning of the 19th century. The first lines which were constructed were mainly for the carriage and haulage of goods—the use and value of a railway for passenger transportation not having then been discerned.

Comparing the early performances of railways with those of the fast expresses and the long and heavy goods trains which are nowadays features of all important railway systems, we are enabled to get an understanding of the immense progress which the world has made in this direction in less than 100 years.

The necessity for, and the value of, an adequate transportation system must be patent to everyone who has given even a cursory thought to the question. It is vitally necessary to the progress and welfare of the whole community—individually and collectively—and so far as land transportation is concerned, railways still hold the pride of place. The production of wealth on the present-day scale would be impossible without such a system. The primary products of the country producer, for example, would be of little use, and, consequently, of little value in the places where they are produced; they must be transported to the consumer, and if the cost of the transportation is beyond the ability of the consumer to pay, when added to the cost of production, then production must cease.

### Railways Essential to Progress

We may take as an example the growing of wheat in the Mallee, in our own State. The growers require a very small proportion of the harvest for their own purposes, and unless the balance can be transported to our markets and to the markets of the world, i.e., to the consumers, at a price which will enable it to compete with the wheat grown in other countries and in other districts, it will be impossible to continue to grow it. From an important wealth-producing province, the Mallee country would, in that case, fall to a position very little better than that of a desert.

All our other primary products are in the same position. Our wool, our livestock, our

coal, must all be transported to where it is required before its full value can attach to it. In the same way the products of manufacture must be transported to the consumers.

Production does not imply the creation of a commodity. Man does not, in fact, create anything. We merely change its form and location. A commodity is not fully produced until it is in the hands of the consumer, and in this respect an efficient transportation system is indispensable.

The capital monies required for railway construction in this State are provided by loans which are raised by the Treasury of the State, and which are charged, not only upon the railway revenues, but upon the total revenues of the State. In countries in which the railways are privately owned, the capital is, as a rule, provided by the issue of shares and partly by loans, for which debentures and other securities are issued. Our railway loans, being secured upon the revenues of the whole State, bear a rate of interest which is fixed in the money market by the law of supply and demand, and is based on the credit of the State. Victoria's credit has for many years stood upon a high plane.

### Loans are Raised in London

Many of our loans are raised in London, but much money has also been raised and still is raised on the Melbourne market. So much, however, is required for the wide development of a progressive country such as this that the Melbourne market cannot yet supply all our needs.

The total capital cost of the Victorian Railways is now more than £70,000,000, and the amount of the interest payable on that large sum is more than £3,000,000 a year.

These figures indicate the importance of the railway system to the people of Victoria.

The great bulk of the income of the railways system is derived from the transportation of passengers and goods. Speaking generally, it may be said that the passenger traffic is a good deal more exacting and is less payable than the goods traffic. The total receipts from the whole of the passenger services last year amounted to an average of 10/4 per train mile, while from the goods traffic the average was 19/8 per train mile.

The passenger traffic, however, is essential—the goods traffic cannot exist without it—and it is regarded as necessary that a good standard of service should be provided.

In Victoria, as in most other countries, the passenger traffic is divided into two classes, first class country travel (*continued on page 62*)

# Railway Scales are Always Reliable



1.—Foreman W. Turner. 2.—One of the five travelling workshops. 3.—The Department owns nine of these test tenders.

Victoria is the only Australian State whose Government regards the Railways Department's tests of its own scales and weighing appliances as final, all the other State systems being subject to checks by the various Public Weights and Measures bodies.

**G**REAT care is taken by the Department to justify and retain this confidence, and a special staff conducts exhaustive and frequent tests of all railway weighing appliances.

In all, the Victorian Railways own two locomotive weighbridges (or balancing tables, as they are usually termed), 49 truck weighbridges (with two exceptions, all of 35-ton capacity), 59 cart weighbridges, ranging from 10 to 35 ton capacity, 1460 weighing machines, and approximately 600 spring balances and small weighing machines.

The manufacture, maintenance, and testing of these appliances is in the hands of the staff at the Ironworks Shop, Spencer Street, under the direct supervision of Workshops' Manager P. R. Leslie and Foreman W. Turner. The latter was specially brought out here in 1903 from the Midland Company, England, to take over this important work.

He will tell you that for maintenance work the system is divided into five sections or districts—one metropolitan and four country.

Five well-equipped travelling workshops are provided for the use of the outdoor staff, so that complete overhauls and tests can be carried out on the spot.

Nearly all stations and loco. and works depots are visited by the fitters at least once a year.

"Exception is made," Mr. Turner explains, "at stations where only one weighing machine is installed, as it is usually found more economical in such cases to withdraw the scale in use and forward a tested and reliable one by goods train. The old scale is then thoroughly overhauled in the shop, and in its turn sent out for further use."

By means of standard test weights, any errors that may be disclosed are corrected.

Being of modern construction, there is, of course, no necessity for the larger weighbridges to be dismantled on every occasion. Wherever heavy traffic is continually passing over them, however, or if they are situated near the coast or in low-lying localities where

frequent floodings occur, the same thorough procedure is followed to ensure that there will not be the slightest possibility of any errors creeping in.

The question naturally arises: How is the accuracy of the Department's test weights, on which the accuracy of the weighing appliances depends, known and maintained?

"For the purpose of readjustment," says Mr. Turner, "the Victorian Railways Department holds a complete set of brass copies of the British Imperial weights and measures, which were originally supplied by the British Government after comparison with the standards held by the Board of Trade authorities.

"Once in every five years these local standards, as they are termed, are sent to the Melbourne Observatory and checked with the Victorian State standards. Any errors which may be observed are then rectified."

From time to time the railway working standard weights are brought to the workshop and compared with the Departmental standards.

In addition to all these tests, the Commissioners have provided a number of test tenders, which are located at different important depots.

It is the duty of the weighbridge fitters to check the weight of these tenders by standard weights whenever there is reason to believe any alteration of weight has taken place.

In 1915 the policy of manufacturing certain of its own weighing appliances was adopted by the Department, and since then 14 35-ton truck weighbridges, one 35-ton and six 20-ton cart weighbridges have been constructed by Victorian railwaymen, as well as upwards of 250 5-cwt. weighing machines.

The first successful ticket printing poise for railway weighbridges manufactured in the Commonwealth was also made in this State's workshops.

Further, the Department manufactured and installed and now maintains three 35-ton truck weighbridges at Yallourn for the Electricity Commission, in addition to the pit bank automatic weighbridges at Wonthaggi, over which all coal is weighed as drawn from the pit.



## Balranald Children Have Their First Train Ride

Prior to the installation of the rail motor into regular service on the Balranald Line, a trial trip was run, and at the invitation of the District Superintendent, a number of school children and a few of the oldest residents were taken for a run from Balranald to Moulamein and back.

THE day was quite a red letter one for most of the party, for some had not previously seen a rail motor, and many had never had a train ride.

After the arrival of the motor at Moulamein, the local school children were taken for a short run, which they all enjoyed very much.

On the return of the motor to Balranald the Deputy Mayor (Ald. Harben) thanked the Railway Department for a most enjoyable trip, and appealed to the local residents to assist the new railway by patronising it in every way possible. The Commissioners and other officers were doing their utmost to give good service, and in return the Riverina residents should give the railway all possible support.

These remarks were supplemented by Mr. A. Malcolm, who said that the railway had placed Balranald on the map.

Three cheers were given for the Railways. Mr. Tredinnick, in acknowledging the compliment, stated that the Department was determined to do whatever was reasonably possible for travellers and traders on the new line, and would keep in close touch with matters affecting the smooth working of the traffic.

The local paper describes the rail motor as "The New Pullman," a car of the most modern construction, roomy, and capable of carrying 60 passengers, comfortable, and provides accommodation for first and second class

passengers.

"Those who undertook the journey speak highly of the comfort and easy running of the motor train, and are fully satisfied that it will prove a great attraction, and will be largely availed of by the travelling public under the new fast time-table."

Alderman Harben drove the first rail motor out of Balranald, and on the train was Mrs. W. Smith, the oldest resident of the town. Mrs. Smith arrived at Balranald from Adelaide 75 years ago, being a passenger in the river steamer "Lady Agusta" on its first voyage up the Murrumbidgee. Mrs. Smith saw the explorers Burke and Wills pass through Balranald. She was given pride of place on the motor, and, notwithstanding her age, was as keen as the young folk, and enjoyed every minute of the trip.

Mr. W. Greenham, another guest, was mayor of the town for 13 years, and has lived there for 45 years. He remembers the days when people desiring to make the journey to Melbourne had to travel from Balranald to Deniliquin by coach, thence by the D. & M. Company's train.

The schedule time for the coach journey was 24 hours in fair weather, and 48 in bad weather. Mr. Greenham thinks that the people are very fortunate in having a train service that covers the journey from Melbourne to Balranald in less than 12 hours.

## Appreciation Comes From Unexpected Quarters

*Letters of appreciation for services rendered come from many unexpected quarters, of which the following is one—received by Mr. Boyce, the Government Tourist Officer, working under the auspices of the Victorian Railways:—*

LAST November, when I was in Melbourne, I had the pleasure of having several chats with you at your office, and I promised to write you a letter when I arrived home. I have now been back in California about two months.

I shall always remember the wonderful time I had in Australia, and was only sorry that I had not planned to remain there longer. The thing that impressed me most was the Victorian railway system and the remarkable way in which it is helping to boost and build up the country. The Commissioners are certainly doing their best to put Victoria on the map.

Since I returned I have been receiving copies of the "Victorian Railways Magazine," which I find very interesting, as it brings back to me the many places which I had glimpses of during my short visit. It is the best railway magazine that I have seen anywhere.

Everyone has enjoyed looking at the copy of the "Australian Traveller" which you gave me, and they

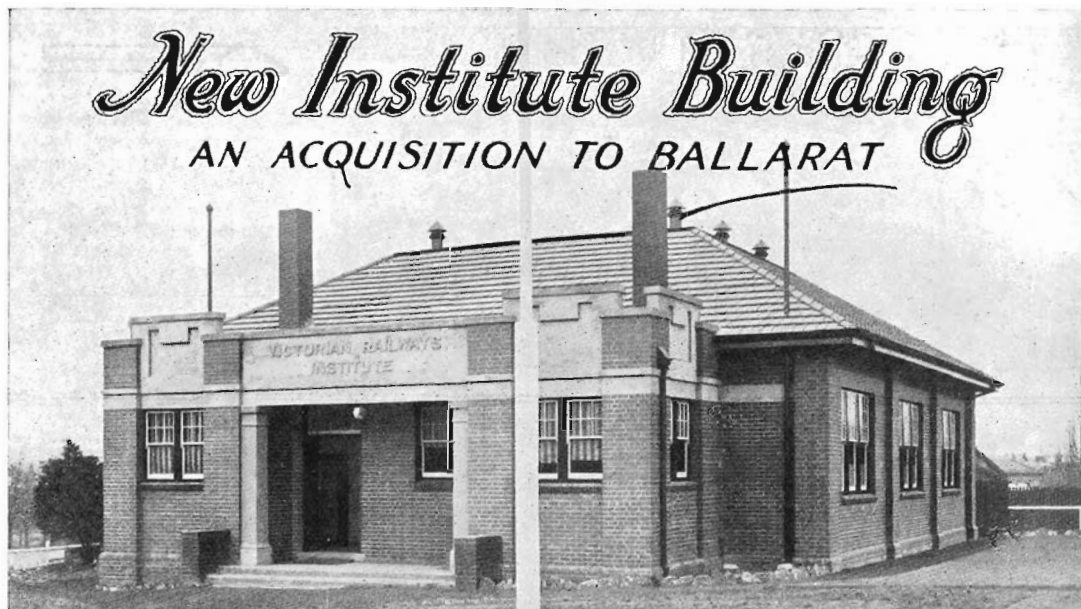
all want to make a trip to Australia. I imagine that you will have more American visitors every year from now on. I saw in the "Magazine" where you went to Albury to welcome the tourists from the "Carinthia" last December.

On my return voyage on the "Niagara" I enjoyed the company of Dr. John F. Wilkinson, of Melbourne. We spent 10 days in Honolulu, and returned to San Francisco on the same steamer. He is making quite an extensive visit to the States.

I hope that I shall have the pleasure of seeing you again, either here or in Australia, and I want to thank you again for the many courtesies shown me by you and the Commissioners.—**Seymour R. Black, 1729 Spruce Street, Berkeley, California.**

## Railway Yards Improvement

Mr. Phillips, S.M. at Boort, intends to plant about 200 trees along the railway fence in Victoria Street, which undoubtedly, in time to come, should prove an ornament to that portion of the town. The trees planted in front of the railway station are showing good growth, while the flower pots on the platform are at present a profusion of bloom. Mr. Phillips is to be commended for his efforts to improve the Boort yards and station, which he intends to make a model of cleanliness and efficiency.



# *New Institute Building*

## AN ACQUISITION TO BALLARAT

Ballarat's fine new £5000 Institute was formally opened by the President (Mr. J. S. Rees) on Saturday evening, June 5, in the presence of Mr. Commissioner Shannon, the Mayor of Ballarat, the Chairman of the Staff Board (Mr. D. Cameron), many Parliamentary representatives and departmental officers, and Messrs. Phelan, Dowsett and Gallagher, Councillors of the Institute. The large hall was crowded with local railwaymen and their friends.

THE chairman (Mr. C. Mears) read apologies for non-attendance from the Chairman of Commissioners (Mr. Clapp), Commissioner Mr. Molomby, and many others, and called upon the president or the Institute to declare the building open.

Mr. Rees, in a characteristically happy speech, heartily congratulated the Ballarat centre on its attainment of a building worthy of the centre and the illustrious city of Ballarat. This was the fifth building he had opened, the others being at Stawell, Maryborough, Benalla, and Bendigo, in that order, and ranging in cost of construction from £1600 to £5000.

"I am sure you will all join with me," said Mr. Rees, "in heartily thanking the Commissioners for this further instance of their interest in Institute work, an interest which is not only practical, but personal."

Mr. Rees said it gave him particular pleasure to open this Institute, as he was born in Ballarat, and might plagiarise the well-known "Breathes there a man with soul so dead," etc.—on this occasion—by saying,

*"Breathes there a man with soul so flat,  
Who isn't proud of Ballarat."*

"Let us never forget what the Institute stands for," continued Mr. Rees. "In the first place we are a big brotherhood of railwaymen. What the Australian Railways' Union and other kindred organisations are to the Service industrially, so is the Institute on the educational and social side—the more pacific side. (Laughter.)

"In the Institute all are equal. The head

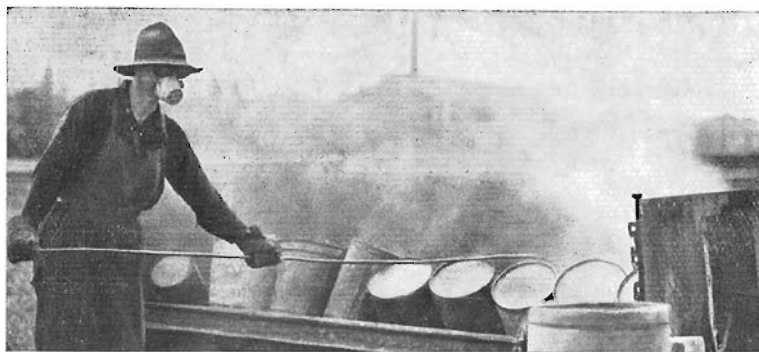
of a branch or leading officer is just as important as the veriest junior in his first uniform, and when we remember the precociousness of the Australian youth, that speaks volumes. (Laughter.)

"We foster the community spirit—the get-together spirit, and everything that makes for improvement and happiness.

"We have about 28,000 employes in the Service, all of whom should be members of the Institute; but only 11,000 have joined up. Ballarat, however, is doing well, as 75 per cent. of the employes have demonstrated their good judgment by becoming members of the Institute. When we remember that your subscription for membership of an up-to-date club is only 8/- a year, less than 2d. a week, I think you will agree that every railway employe in Ballarat should be an Institute man.

"Admitting that 4/- or 8/- deducted from a man's pay is felt by some of us, this can easily be met by calling in the help of your wife or mother, as the case may be, as financier. When you hand over your fortnightly pay, keeping the usual five or six pounds for yourselves as tobacco money and other necessary incidentals"—(laughter)—"pay in with a lordly air an extra 6d., and make it clear that when the 4/- or 8/- is deducted from your pay you will be that much light in the housekeeping money. You won't miss the 6d., and the wife will be at least 4/- in pocket by the deal. (Applause.)

"Now there's another matter. We have two good slogans—(1) The big brotherhood of railwaymen; and (2) 'There are others.' The



Mr. W. Hughes, popularly known as "Billy" among his friends at the Spotswood Reclamation Depot, is fully protected with mask and gloves when burning out arsenic tins.

former means membership of the Institute; and the other, 'Don't be selfish—remember there are others.'

"It isn't given to all of us to be stationed in big and attractive cities and towns. Some are way-back men, and their case to-day might be ours to-morrow.

"Our way-back brother doesn't get anything like the value out of the Institute that we do, and it is our duty to do what we can for him. He is located where they have about one train a week and the usual complaints. (Laughter.) For that brother we want to keep on improving our library and education-by-correspondence scheme, so as to help him and his dependants. We can only do that by adding to the general pool.

"When you in Ballarat find that you have all you want—when you reach the millennium, in fact—don't slacken in your energies to raise money, but keep right on and turn your wealth into the general pool so that we can help the brother out back.

"If you do that you will be remembering the second slogan, 'There are others,' and be fitting yourselves as true members of the big Brotherhood of Railwaymen.

"We are honored to-night," concluded Mr. Rees, "by the presence of Mr. Commissioner Shannon and Mrs. Shannon, but before inviting Mr. Shannon to address you, I have much pleasure in declaring your rooms officially open. (Applause.) I hope and feel sure that you and your friends will spend many happy hours in them."

Mr. Rees also referred to the fact that Mr. Phelan, senior vice-president of the Institute, was present. Mr. Phelan was now retiring from the Service, and, in consequence, from active work in connection with the Institute. Mr. Rees spoke eulogistically of Mr. Phelan's services as an Institute man, and hoped he would say a few words to them.

#### Commissioner's Support

Mr. Commissioner Shannon, who was very cordially received, thanked the audience for their kind welcome, and expressed pleasure at being able to meet such a large gathering of railwaymen and their friends and relatives.

"It might not be inappropriate on such an occasion as this," he continued, "to refer to the policy of the Commissioners in regard to

the erection of these branch buildings of the Institute. When the Commissioners are satisfied that circumstances warrant action, and where the railwaymen themselves are sufficiently interested to do their part by arranging interior furnishings, the Commissioners are always willing to find the land and the building for a branch of the Institute. (Applause.)

"It is quite impossible, of course, to do everything at once, and, owing to financial restrictions, districts have to take their turn. Ballarat has certainly waited many years for its Institute, but the local railwaymen's ambition is now realised, and they have good reason to be proud of their building, which is an acquisition to the city of Ballarat."

The gospel of "self-help and mutual help" was expounded by Mr. D. Cameron, chairman of the Staff Board.

"I want to stress one particular topic," he declared, "and that is the training of the young men of the Service."

#### "Catch-As-Catch-Can"

Instead of the old "catch-as-catch-can" methods of teaching juniors, special classes had been provided by the Department, and the young railwayman just entering the Service was now put in the hands of competent and experienced instructors, who taught him the ins and outs of his job.

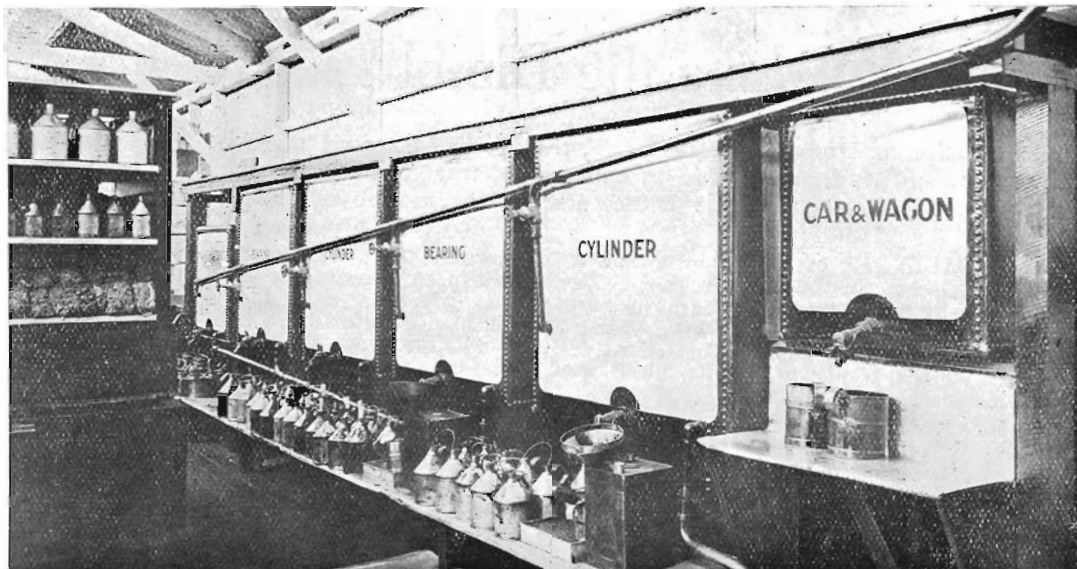
Juniors in the Service also had the chance of being selected to go to America, and he could assure everyone that there was no favoritism or wire-pulling of any kind when those selections were made.

The Commissioners, heads of branches, and himself did the selecting, and it was sheer merit that won every time.

Mr. Cameron asked the older men in the Service to help those who were just starting, so that they might avoid the dangers and temptations that would beset them.

"In these days," he proceeded, "it is a case of the survival of the fittest. There is no lack of educational facilities for a railway boy in Ballarat now, and if he doesn't study he can't hope for promotion. Those who give the most efficient service are going to be the most successful, and those who are most efficient will be the ones who have striven to improve themselves."

A message of congratulation and cordial ex-



*The well-appointed and splendidly kept oil store is quite a feature of the Ballarat loco depot. Thirteen hundred gallons of different grades of oil are stored there, and the tanks are served by a circulating hot water service.*

pression of goodwill from the general secretary (Mr. A. Galbraith), who is seriously indisposed and on sick leave, was conveyed to those present by Mr. W. Phelan, senior vice-president.

"I started my railway career at Ballarat in 1882," said Mr. Phelan, "when there were no educational facilities for the young railwaymen, so I know what a boon this splendid Institute will be to the juniors who are to come."

Mr. J. Dunn, past president, and the oldest Institute member at Ballarat, said that there had been many hard battles as to the site the Institute building should occupy, and although the present position had lost at first, it had won in the end, thanks to the Commissioners and the City Council.

"We owe much to Mr. Ward, our District Engineer," he went on, "and also to the Ballarat public, who helped wonderfully. One of our ex-presidents (Mr. S. S. Edwards) raised £110 himself, and many others have helped in various ways."

The Mayor of Ballarat (Cr. A. E. Nicholson) told the audience that every Ballarat railwayman should be a member of the Institute. He hoped to see the other 25 per cent. who had not yet joined up do so.

"The present location is a beautiful site for a fine building," he said. "The Institute will be an asset to the city of Ballarat, as well as to the local railwaymen."

Mr. D. C. McGrath, M.H.R., aroused enthusiasm by vigorously denouncing road competition.

"The railways belong to the people, and the people should support them," he declared forcibly. "Don't let the road services cut you out. (Applause.) The Institute is going to make better railwaymen, and I have no fear that the young generation of railwaymen today will do other than follow in the footsteps

of their predecessors, and see to it that the Service is kept up to its high standard of excellence."

Mr. F. C. Brawn, M.L.C., added his congratulations to those of the other speakers. He always looked on the railways as belonging to the people, and he wanted the public to grasp the fact that on the success of the Service depended the success of themselves.

"I have travelled many times on the Victorian railways," said Mr. M. Baird, M.L.A. for Ballarat West, "and have always received courtesy and good service. The young railwayman should realise that there is a wide scope for him in the railway service. Mr. D. Cameron, who has just spoken to you, was only a few years ago quite low down in the Department; Mr. Commissioner Miscamble used to be a porter; and Mr. A. E. Hyland started at the bottom of the ladder, and is now in London on important work for the Federal Government. What these men have done others can do."

Mr. W. J. McAdam, M.L.A. for Ballarat East, declared that the Commissioners were to be heartily complimented on the provision of such a fine Institute, which would be the means of establishing the big brotherhood that was so essential to the efficient working of the railways. He trusted the young railwaymen in the Service would take every advantage of the Institute.

An excellent musical programme was contributed during the evening by Mrs. Macmanamny, Misses Kathleen Macmanamny and K. Mitchell, and Messrs. Cedric Gower and Rupert Oates.

After the opening, supper was partaken of in the refreshment rooms, and a dance conducted in the Institute Hall until midnight.

## “You Will Like the Diesel Electric Loco.”

The quotation is from the lecture by Mr. W. H. Sawyer, of U.S.A., to Victorian railwaymen on May 26. It was an educational treat to hear first hand from an expert who has seen the Diesel electric locomotive in operation.

**P**RACTICALLY all of you know what a Diesel locomotive is. It is a locomotive that has on it an engine which burns a low-grade fuel oil—not petrol, but a lower grade fuel oil—not crude oil, but the fuel oil after you take off the higher grade oils, about as thick as molasses.

The Diesel engine burns this oil under high pressure. The Diesel engine drives a generator—that generator produces electricity for motors on the locomotive, and these motors are just practically the same as the motors on your electric locomotives here.

In other words, the difference is that the power plant is on the locomotive.

Now, there have been power plants on locomotives before. There have been power plants on rail motor cars before. Fifteen or 20 years ago we had a considerable number of rail motor cars with the power plants on them, and we had pretty good use of them, and some of them are working to-day, but the status of the art had not then advanced to the point that they were really successful. They were not Diesel engines; they were petrol engines.

### Tendency Towards Electricity

A lot of people seem to think that you have introduced complications because you take a petrol or Diesel engine to drive a generator to furnish electricity for motors which drive the car. The first natural thought is that you should have a mechanical transmission between the petrol engine or the Diesel engine direct to the chassis. That is all right up to certain sizes. You get into a complicated situation when you have mechanical transmission when you get into several thousand horse power. So far it has not been practicable.

The electric transmission, as I like to call it, is not so much of a complication as it first appears to the layman. While some of the rail motor cars built 15 years ago are still in use they were not worth perpetuating, but a few years ago America took the subject up quite seriously, first as to rail motor cars.

For the last couple of years we have been building a considerable number of rail motor cars, both with mechanical transmission and electric transmission—mechanical transmission up to round about 100-horse power, and after that electric transmission.

We differ among ourselves a little bit as to where the point is that you should drop mechanical transmission and go to electricity. Our tendency is to go for electricity very strongly.

About a year ago Diesel electric locomotives commenced to be talked about very seriously

because there were several built. They had not been operated to any extent. We were not quite sure as to just whether they would fit in. Manufacturers told us they had great possibilities, and we all thought they had, but the cost was very high.

The cost of the Diesel electric is at least twice the price of a steam locomotive, probably nearer three times. That made the great majority of the electric railway people in the United States hesitate.

Although they were all very much interested they wanted somebody else to try them. For little over a year now the railways in America have been really trying Diesel electric. We have not a large number in operation—something over a dozen, but with a good many more on order—and they are standing up in good shape.

There is more or less of a rush now to buy them, although up to a year ago everybody was standing back. Due to the fact that the Diesel electric locomotive is such a high price, it is necessary that it should be used to a greater extent than a steam locomotive, because the interest charges go on just the same whether it stands in the shop or whether it is out on the road working; therefore, it is a locomotive you want to work 24 hours a day.

### Work the Diesels 24 Hours a Day

One of the real good things is that you can work it 24 hours a day. It does not have to come in the way your steam locomotives do. If you will take a Diesel electric locomotive and give it a fair amount of work so as to keep your interest and depreciation charges down we find it to be a very profitable locomotive.

Fuel costs are very low. With us the fuel oil costs about 2½d. a gallon, but at the same time it is a very low price fuel—probably less than a third the cost of coal. It is a very suitable locomotive.

What we are using it for mostly so far is in connection with switching—it is the best little switching locomotive you can put your hands on. It operates as simple as does an electric, and can, of course, go without any overhead wires.

It comes in a place between a steam locomotive and a full electric locomotive, such as you have here.

We started to put the locomotives on branch lines—such places as where you have some rail motor cars now pulling one trailer. We put out some Diesel electrics on branch lines on combined goods and passenger trains.

I think you will get one or two of these locomotives some time, (Continued on page 74)

# Electrical Work is the Keystone of Modern Railway Operation

Repair, maintenance and construction of all technical apparatus for the Victorian Railways electric lighting and power schemes falls to the lot of the Electrical Superintendent (Mr. J. D. Ravenscroft) and his staff of experts. Much of their work goes on behind the scenes, and there are probably very few railwaymen who are aware of the magnitude of some of the tasks performed daily by this section of the Chief Electrical Engineer's branch.

**E**LECTRICAL SUPERINTENDENT RAVENSCROFT has an assistant (Mr. A. W. McLean), two engineers, and a clerical staff of four under the Senior Clerk (Mr. D. Jones). This administrative staff supervises the work of Foreman Johnson, who controls 78 workshop employes, and Foreman de Courcey-Cann, with 111 outside staff.

Their work demands skill and care, tempered with technical knowledge and practical experience, and anyone disinclined to exert himself would be well advised to give their headquarters a wide berth.

Of the big 12,000 k.w. generators at Newport Power House, four have just been completely rebuilt and rewound by Mr. Ravenscroft's men, and the fifth is now being operated on.

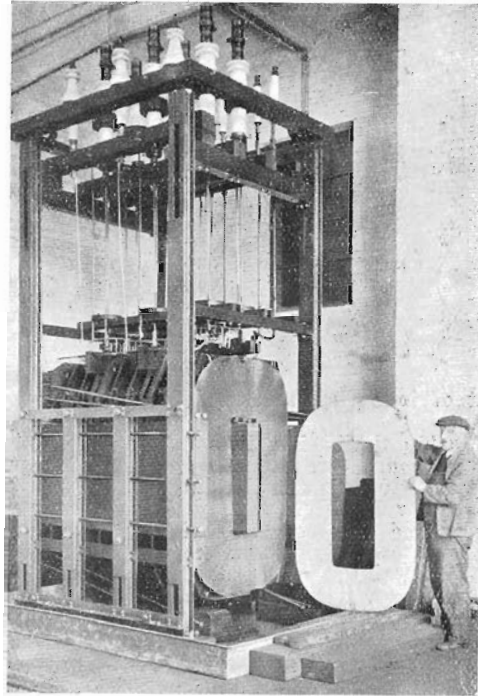
No machine that has received attention has ever failed.

This holds good moreover for all plant in the sub-stations, including rotary converters, switch gear, and transformers, which have been repaired, and in some cases reconstructed by the workshops men.

Foreman Johnson's electricians also look after the railway lifts and battery platform trucks, besides manufacturing all necessary electrical apparatus.

On the shoulders of the outside staff (in a figurative sense, of course) falls the installation of power and lighting work, which involves the erection of new sub-stations and plant. All lighting schemes, electrification of cranes, and erection and maintenance of industrial motors is performed by these experts, also.

A big job just carried to a successful conclusion was the electric lighting scheme for 133 suburban stations. The pillars, name plates, and fittings were all designed by the Electrical Superintendent and manufactured in his workshops, the workmanship and material being of such a high-class nature that there should be no maintenance trouble for years to come.



*Rewinding one of the two transformers which supply 3000-k.w. to the rotary converter at Newmarket substation. The electrician is holding one of the 36 coils which are part of the transformer.*

The outside staff includes expert cable jointers, who maintain the 115 miles of 20,000-volt underground cables, which comprise the main artery system of electrification.

It is not generally known that there is a separate and complete telephone system,



*The Electrical Superintendent and his chief lieutenants. Front: Messrs. W. McLean (Asst. Supt.), J. D. Ravenscroft (Supt.), E. Olson (Engineer). Back: Messrs. J. Smith, B. Johnson (Workshops Foreman), G. Reid (Engineer), D. Jones (Chief Clerk), R. de Courcey-Cann (Outside Foreman).*

Why My Job Is Important

# Transport That Makes Small But Endless Journeys

As the articles of this series are designed to emphasise, every worth-while Job is important. An expert has well said that "the primary requisite of any job is efficiency on the part of the employe regardless of the responsibility of the title he carries." Have you ever analysed the importance of your job?

**C**ONSIDER the wonderful utility of the lift! You have, say, to change a book at the Institute Library, and your time is precious.



Almost ready to meet you, perhaps waiting for you, is the lift that, in the twinkling of an eye, sets you down stories high, and your business done, as rapidly leaves you at your starting point.

Marvellous as is most of the mechanism of its age — our age — surely the lift has its value in the first

flight of ingenuity, resourcefulness, and usefulness.

Probably the busiest lifts in the whole of busy Melbourne are the passenger lifts in the Flinders Street Station Buildings.

To know how it's done you must take a peep behind the scenes. To keep these lifts in perfect order is the responsible job of Mr. John H. Francis, electrical fitter in charge. Mr. Francis watches over the welfare of the machinery in his care as closely and fondly as a mother watches over her babe. He has

not only the working of these passenger lifts in his hands, but also seven freight lifts in the same serviceable buildings, together with the Department's lifts at Glenferrie, Auburn, and Toorak.

"Yes, of course I think my job important," says he with a twinkle, adding more gravely, "In fact, I know it to be important. That's why I'm proud of it and what it implies."

He proceeds to remind you that he has been 21 years with the Railways and 37 years an electrician. Quite plainly he knows all about equipment and light running and safety devices, and indeed all that concerns the efficient performance of his duties.

The passenger lifts to which we have referred have been in constant use for 17 years, and to-day are as good as ever, or as good as any. They are of excellent construction, and are obviously well looked after. The steel suspension and running cables, for instance, are tested every three months.

Mr. Francis took a trip to England several years ago to see his relatives, but naturally he devoted some time to inquiry and investigation in relation to lifts.

Quite deliberately he says, "I saw nothing which surpassed the strength and convenience of the lifts in use in the Victorian Railways. Their place and needs considered, our lifts are of the highest quality."

boasting an automatic exchange of its own, which is used solely by the electrification men, the 154 miles odd of underground cables being maintained by the Electrical Superintendent's staff.

Mr. Ravenscroft and Mr. McLean are the inventors of the new and up-to-date train indicators at Flinders Street, Spencer Street, and Prince's Bridge Stations. These indicators, which embody an entirely new principle of illumination, were manufactured in the Department's workshops, and have now proved an unqualified success.

There are more than 23,000 points of light within the electrified area, and another responsibility of the Electrical Superintendent is to watch the life of this huge array of lamps. Renewals are not effected in an aimless, haphazard fashion. Every lighting point is recorded on a card system, and amended as additional points are installed. Strict economy is practised, but on an average more than 3300 lights require renewal every month.

In addition, this section looks after the Department's electric fans, 704 radiators, 150 kettles and urns, and all the motors throughout the State.

With the idea of cheapening the work and putting the section in a better position to

handle repairs on big machines, a new housing arrangement for the workshops staff has just been completed. The expensive and not altogether satisfactory method of sending men out to effect repairs at the different substations and power houses will be discontinued.

Quite a departure from ordinary railway refreshment practice in Victoria is the decision to instal a model electric kitchen at the new Flinders Street refreshment rooms. Most of this special electric cooking apparatus has been designed to suit local conditions by the Superintendent and his staff, and, in addition to dealing with more than twice the number of customers at peak periods than was possible under the gas regime, it will reduce the old bill by something like 60 per cent. The Electrical Superintendent pays a tribute to the assistance received from Mr. Oswald Carter, of the refreshment services, when this electrical apparatus was first mooted.

It is apparent, therefore, that the Electrical Superintendent exerts an influence which is reflected, not only in the smoother and more efficient working of the electrical side of rail-roading, but also in increased economy and reduced cost.

# Railwaymen and Australian Development

How railwaymen can assist to develop and hold this great continent of Australia. How the new era of service has arrived, and how it is meeting the transportation needs of the people in Victoria.

(By Mr. T. W. J. Cox, Metropolitan Superintendent).

IN a recent speech at Nhill, Sir William Irvine, Lieutenant-Governor of Victoria, drew pointed attention to the vast areas in Australia still undeveloped. He said:—

"Australia is a wonderful country of peace and prosperity, but we are standing at the threshold of a new era, and to our overburdened fellow citizens in Great Britain, hardly less than to the hundreds of millions in the East, the abounding prosperity of a population of six millions must bring a feeling of amazement and envy."

I read his remarks with interest, and was reminded of a holiday which I spent in Queensland two years ago. I travelled north as far as Rockhampton, which is roughly 1700 miles from Melbourne, and whilst strolling on the beach at Yeppoon had the pleasure of a chat with one of those men whose pioneering efforts earn our unstinted admiration.

I spent an exceedingly interesting hour, and on parting he was good enough to invite me to visit his home.

"Take the train," he said, "400 miles west, and we will meet you with a car. Our home is 200 miles further on."

Notwithstanding that I had already travelled 1700 miles, and that his invitation meant a journey of yet another 600 miles, I had been, and would still have been, only on the fringe of this great but sparsely populated continent.

## Words of Warning

Sir William Irvine's words of warning surely meant that if we are to hold this continent of ours we must develop and people it, not alone around the seashore fringe, but thousands of miles into the interior must wealth be wrought from the land, and by cultivation, production, and manufacture must livelihood be provided for millions of our race until we are in a position to say not only that the land is ours, but that we will keep it.

In Australia we have approximately 27,000 miles of railway. Unfortunately, the gauge varies; Victoria is 5ft. 3in., with a narrow gauge here and there into the hills, New South Wales is 4ft. 8½in., Queensland 3ft. 6in., South Australia 5ft. 3in. and 3ft. 6in., Western Australia 3ft. 6in., while the Transcontinental is 4ft. 8½in.

These many gauges are at once a hindrance and a danger. A hindrance, because passengers must change trains and merchandise must be reloaded at the State borders; and a menace, because in the time of national danger rapid transit is frequently a question of life and death. In any case, man power can be better employed than in unloading and loading material simply because it is part of the way to its destination.

These are matters which are engaging the attention of all thoughtful statesmen at the present time. Railwaymen are intensely in-

terested, and are hoping that uniformity will be agreed upon, but whatever may be the result of deliberation, controversy and negotiation, the steel roadway must in the future, as in the past, play perhaps the most important part in our country's development. Instead of 27,000 miles, there probably will eventually be 200,000 miles, linking up State to State, province to province, and city to city of this land of the Southern Cross, which will be peopled with millions of the race from which we sprung.

In an experience of 40 years I wish to say, quite candidly, that I have not always been proud to be a member of the Victorian Railways. There was a time, and it is not so far distant, when a public servant, and particularly a railwayman, was not held in very high esteem. Public opinion, indeed, decreed that he must have a franchise of his own, and this great State organisation, so necessary for the people's convenience and comfort, and so essential for the progress of our country, was, for many years, conducted by a body of men out of touch and out of harmony with railway owners and users.

Happily, those days are gone, and a new era in railway management has dawned. Instead of hostility, the spirit of co-operation and of mutual interest is broadcast, and we are fast realising that these interests are not antagonistic, but are identical.

## "Help Us to Help You"

"Help Us to Help You," is not an idle phrase. The words are pregnant with meaning. They are intentionally an invitation to me, and to you, to get to know each other. They ask you to tell us where we fall short, and how we can better serve you, and they authorise us to tell you how you can assist us to get the very best out of the great railroad system which you have provided.

We want to deliver your produce and merchandise promptly, and in good order and condition. We aim to make your railroad journeys rapid, safe, comfortable, and pleasant.

True, we do not always succeed, but our organisation is a vast one, our staff numbers 27,000, and I am sure you will appreciate that, like every other business, we have to contend with the human element. A slight oversight on the part of only one man, not intentional, probably not even careless, may easily cause inconvenience to hundreds of travellers.

Although we—and I am speaking now particularly of the Commissioners and their administrative officers—spare no effort to make our service as perfect as we can, the occasional failure, as in every big undertaking, is unfortunately bound to occur.

Indeed, those of us who control are our-



## OUR COVER DESIGN FOR JULY.

*Miss Mai Bacon and Mr. Syd. Smith, leading members of the "Betty Lee" Company, now appearing under Hugh J. Ward's Management at the Princess Theatre, were delighted to pose for the cover of this month's issue of the "Magazine."*

*"Every Day in Every Way," laughingly said Miss Bacon, "I take Citrus Fruit! A glass of juice when I wake is preferable, and far better I find, than morning tea." Mr. Smith did not find it at all difficult to simulate delight with his drink of orange juice, and paid a compliment to the flavor and juiciness of Victorian oranges, which he says are as good as any in the world.*

*Those who have seen this happy pair in the new play will feel that Citrus Fruit does keep them fit—and jolly, too.*

selves not immune from the failures, which, as I have already indicated, are part of what we term the human element.

However, the day of indifference is passing, if it has not already gone, and in its place has sprung up the desire for service, mutual understanding, and, I trust, goodwill, and a plea for a relationship based on the common acknowledgment that they who produce and manufacture and they who transport, are, or should be, one.

I would like to say very clearly to the people of Victoria that if your railways are to be a necessity only, and not at the same time a convenience and a pleasure, better you had kept your £70,000,000 in your pockets until time brought other and more suitable means of transport.

That is how the Railroad Manager looks at it to-day, not altogether because he has to consider an occasional competitor, but because you have, generally speaking, given him a monopoly, and he therefore, is in honor bound not to betray your trust, but to give you the best service at his command.

## A Young, Fast-Growing Community

Remember we are a young, fast-growing community. Our demands have in many instances overtaken the facilities at our disposal. There is many a station in the State where the railroad man experiences the utmost difficulty in conducting the traffic, for the want of accommodation to meet his increased business.

We would like to duplicate some of our lines, rebuild some of the stations, and, most urgent of all, re-arrange and increase our railway yards.

We are setting ourselves to gradually accomplish this, but we have been forced to proceed slowly, because, in the people's best interests, the time during recent years has not been opportune to materially increase the capital cost of your railways.

The railwayman accepts the situation cheerfully, and all he asks is, when you criticize, that you will also remember his disabilities.

In the metropolitan area there are nearly 3000 transportation employes, many of whom are lads. They are young, ambitious, and enthusiastic. It is this type of man that we are trying to educate and mould to control the Service, when the time for us to look on has arrived.

We are endeavouring to give them a new outlook. We impress on them that it is not what a man gets out of life, but what he puts

into it, that counts for his own interests and his country's welfare, and that, paradoxical as this statement may appear, it is true in fact and in practice.

This is what we term the "New Era," the spirit of service, without which no great achievement is practicable. We say that if you have a body of railway employes who are in the service simply for what it brings them, or, on the other hand, if a railway be looked upon by the people only as a means of personal petty advantage, then the two will never come together.

Each will look to his own particular interests, and neither will help the other. We cannot develop under such conditions. They are quite inimical to our national welfare.

I believe, however, that broad-visioned management is assisting to develop a better type. That the railwayman, whilst a servant of the public, is at the same time recognising that he is a citizen of the State, and vitally concerned in Australia's future. That if railways are to be constructed through the length and breadth of the land, and successfully fulfil their functions, then every employe, from the manager to the lad porter, must have his heart in his work.

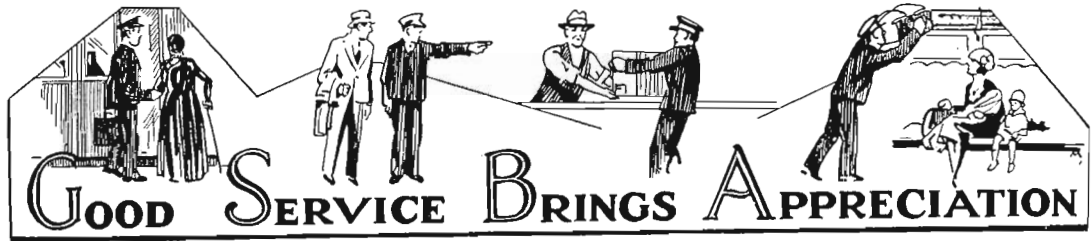
## Be Interested in Us

Similarly we are asking you to be interested in us. Point out to us our faults (we shall not object), show us how we can help you, but do not be destructive or captious critics only. View the railwayman from more than one standpoint, and whilst you may occasionally have to differ from him, don't forget to appreciate any good qualities he may possess.

Above all, both in town and hamlet, let him know that he is one of you. Make him a member of your different organisations, and invite him to take an interest in your district so that he will know how he can best serve you, and successfully cater for the business for which his Department exists.

Much has yet to be done. We are still on the threshold of our nationhood. Railways are being pushed farther and farther into the once waste places. They are Governmentally controlled, and, unlike similar institutions in other great countries, the spur of competition, so helpful to obtain the best from all of us, does not exist.

I am, however, distinctly hopeful that the desire to serve and the spirit of patriotism will provide the railwayman with an even greater incentive to do his part to assist you to develop and hold this great land of which we are so justifiably proud.



**H**AVING read the unfair criticism of your action in providing better refreshment accommodation for the travelling public, I hope you will not be moved from your purpose. I can bear witness to the vast improvement in all directions on the railways.

Some time ago, when the country trains reached Korong Vale, scores of passengers, including myself, went across the road for lunch at the hotel, as the Railway room's tea was often half cold, and other things to match. If things reverted to that old order there would be a great outcry.

The Bendigo 8.30 express is a blessing to country travellers—no need to spoil a holiday rising at 4 a.m. to catch a suburban train to be on time.

Trusting you will be spared to go on giving of your best for the benefit of the State.—**Gilbert G. Goudie, 27 Codrington Street, Sandringham, writing to Chairman of Commissioners.**

**Y**OUR letter to hand saying you found my little gun. Thanking you very much indeed for trouble. It is wonderful the work you can do on the railways.—**Arthur J. Pyers, c/o "Break o'Day," private bag, via Donald, writing to Claims Agent.**

**F**URNITURE damaged in transit from St. Arnaud was delivered in good order and condition. I take this opportunity of tendering my very best thanks for the manner in which you handled the matter. Necessary repairs were carried out in a highly workmanlike manner, and reflected credit on those responsible.—**D. P. Casey, Repton Court, Elm Avenue, Elsternwick, writing to Claims Agent.**

**I** WOULD like to express my warm appreciation of the resource and initiative displayed by officers of your Department, by means of which I was saved a good deal of anxiety.

My daughter, aged 11, was returning from her school holidays at Donald by the evening train, and I went to Spencer Street to meet her. A minute or two after the train arrived, and while I was looking for her amongst the crowd, I heard my name through the loud speaker, with a request that I call at the Stationmaster's Office.

Upon arrival there I was told that my daughter had left the train at North Melbourne by mistake, and would be sent on by the Ballarat train in charge of the guard.

I then went to the cloakroom to inquire about the luggage which had come on with the Donald train, and it was handed to me almost immediately, so that in less than 20 minutes after the arrival of the train I had both my daughter and her luggage.

I was much impressed with the kindly help and courtesy shown by all concerned in the matter, and my daughter also informed me that she was looked after in a way that relieved her of a good deal of her anxiety.—**Colonel H. W. Cooley, District Finance Branch, Defence Department, writing to Chairman of Commissioners.**

**I** HAVE been very pleased with the way our eggs have arrived during the last few weeks. I do not think they would average more than 1/2 per cent. of breakages, which is highly creditable to the railway carriage. I always prefer eggs to be sent by rail rather than by motor if we can keep down the breakages. If you can encourage the staff to keep up the present good deliveries, both the producers and myself will be delighted.—**J. B. Merrett, Manager, the Australian Egg and Export Federation, Government Cool Stores, Melbourne, writing to Chairman of Commissioners.**

**W**HILE at Koroit recently we remarked on the kindness of the Railway officials to our sisters travelling to and from their convents on the Colac-Warrnambool line. The sisters made special mention of one Conductor (a Mr. Brown), whose courtesy and kindness to us are unchanging. We decided that it would be only just on our part to make mention of this to you, as kindness on the part of officials when sisters are travelling makes a world of difference to them.—**Sister M. Dymna, St. Brendan's Convent, Coragulac, writing to Gen. Supt. of Transportation.**

#### DINING SERVICES APPRECIATED.

*"I have travelled all over Australia, but have never seen better dining rooms or service," declared Mr. A. Hughes, M.L.A., at the supper in the Ballarat Railway Refreshment Rooms, which followed the opening ceremony of the new Institute building at that centre.*

*"I doubt if there are better," he added. Similar eulogistic comments were made by Mr. D. C. McGrath, M.H.R., and Mr. F. Brawn, M.L.C., who were also in the party.*

**W**ITH reference to 4th Divisional camps of continuous training held at Seymour, it is desired to express appreciation of the co-operation of all concerned in the preparation of arrangements for the transport of troops, thereby contributing to the success of the camps.—**H. W. Grimwade, Brig. - General, 4th Division, Australian Military Forces.**

**I** WISH to express my appreciation of an example of remarkably fine work on the part of your staff in recovering a suitcase which had been left in the train. This case was left in the St. Kilda train on Wednesday night; the loss was not discovered until I was in the Brighton tram at Carlisle Street. I promptly returned to St. Kilda and enquired at the Parcels Office.

The officer there phoned rapid enquiries to Middle Park, Albert Park, South Melbourne and Flinders Street. In each case the response from the station staff was made within some 10 seconds of the first ring, and, consequently, Flinders Street was reached at about the same time as the train arrived there. The case was handed in, and St. Kilda immediately advised, and the case returned to St. Kilda on the next train, so the whole time occupied from the loss to the recovery of the case was just a minute or two over the half hour.

I, therefore, wish to ask you to convey my thanks to the various officers of your staff at both St. Kilda and Flinders Street for their great courtesy and the trouble they took, and also to express my admiration for the efficiency and the clever handling of the affair.—**Miss S. Southey, Melbourne, writing to Chairman of Commissioners.**

# Victoria's Railways—A Productive Unit in Industry

Specialisation, which is so necessary for the most efficient working, tends to hide from those engaged in the railway industry the real objects and results of their work. Mr. G. K. Cockburn, of the Accountants' Branch, here shows some of the relations of transportation to the earning of the national income.

IN order that the State may have an income production is a fundamental necessity, and it is in no small degree that the prosperity of this State rests on transport, and on railway transport in particular.

There appears to be some hesitation in accepting the labor of transportation as an agent in production because there is no change whatever in the article transported. Is not a package of goods the same when sent from Melbourne as when it reaches Mildura?

This feature of identity, it has been urged, distinguishes transportation from manufacturing. This distinction is scarcely logical, since every displacement involves an essential modification of bodies. Indeed, it is only the modification that the human element can make in matter.

Hence, if we decide that the displacement is not essential enough a modification, we cannot call mining productive either, for what distinction is there between the work of a miner who transports coal from beneath to the earth's surface and that of the transport worker who takes it to such places as require it?

It is scarcely necessary to add that just as manufacture is the indispensable complement of agriculture and mining, so transportation is the complement of the preceding operations.

## Great Quantities of Wheat

What would be the use of growing great quantities of wheat in the Mallee or of cutting timber in the forests if there were no means of taking these products to places where they were needed? What would the farmer gain to have the finest crop in the world if there were no way to carry it to the consumers?

This vast and costly agent of production—the Victorian Railways—are not only owned, but controlled, by the community. The ownership is apparent. They are vested in the State, and the State in this democratic community is but the representative governing body of the people. It is the control by the people which is not so apparent and which needs consideration.

The object of all production is the satisfaction of wants; by wants is meant a desire, backed by the necessary means to pay for the satisfaction of that desire. The many thousands who desire the ownership or use of a motor car, but have not the means to pay for it, have little effect on the production of motor cars—only those who have such means cause production—so it is with railway transportation, only that in this State they are owned collectively and satisfy collective wants.

Insufficient production leaves wants unsatis-

fied, and over-production results in waste. Now, it is here that the public controls production, as the number of population grows in any given direction so railway service must expand in response, either by building new lines or increasing the train service as the case may warrant.

If the population decreases or resorts to other services, for instance, motor transport, so the railway service must contract.

## A Most Difficult Problem

It is difficult to leave out of consideration railway service from a developmental standpoint, but it must be kept in mind that such lines would probably not be built were it not that the financial losses sustained are reimbursed by the State from income derived from other sources. These lines are built in the hope that the districts which they serve may, at a later date, become more closely settled and developed to such a degree that the products requiring transportation will make the line a profitable one.

It is just at this juncture that the management confronts its most difficult problem—the interpretation of the public requirements. How is production to be regulated so that the economic equilibrium is maintained and services produced in just the quantity necessary to meet the demand of the travelling public at the price it is willing to pay for such service?

The transport wants of the public are not static, and may be increased by more efficient service, or the same service at a lower price, or by well-directed advertisement and propaganda. It may be retarded by inefficient service and the competition of more efficient and cheaper modes of conveyance, or by other causes beyond human control, such as the failure of the harvest.

The question of meeting the demand at the price is one which is much in evidence at all times, but in particular at the present time, when costs of production are so variable. So much has been said that it seems superfluous to add more.

## A Monopoly Brings a Moral Duty

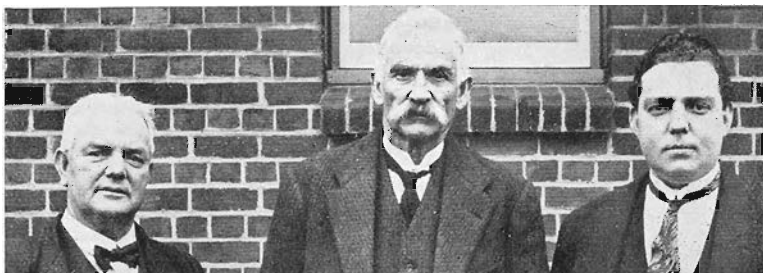
Our railway management is in that fortunate or unfortunate position—it depends on one's viewpoint—in that it is the controller for all practical purposes of a railway transport monopoly, and may consequently meet increased costs by increasing the price.

In such a case patrons, except those in the nearer suburbs, must agree or cease travelling when in such an instance they would suffer only the more for their consumers' surplus; that is, the benefit they derive from the price they pay for railway (*Continued on page 74*)

# Helping Those Who Cannot Help Themselves

For 36 years railwaymen of Ballarat have worked consistently for the Ballarat Orphanage, and every year the Carnival Committee, consisting of 20 members of the staff, hands over a cheque to the President of that Institution. To date, approximately £5000 has been contributed by this committee of railwaymen.

*Messrs. J. Dunn, Treasurer; W. R. James, President; and R. G. Caddell, Secretary, of the Railway Carnival Committee, which has been raising money for the Ballarat Orphanage for 36 years.*



**F**OUNDED in 1890, the Carnival Committee adopted its title in those early days when a fancy dress procession, which preceded a sports gathering, was an annual function.

The funds are raised by outings, special trains, bazaars, concert parties, and personal contributions, all organised by railwaymen.

Mr. W. R. James, who is president for the current year, had 34 years' railway service, and although now retired, is still an active member of the committee. This is the second occasion on which he has been president, and his association with the movement goes back to 1911.

The treasurer is the Ballarat railway staff's "Grand Old Man," Mr. J. N. Dunn, who is the only surviving active member of the original committee. He has held office for years, and is also a member of the Orphanage Committee. He is one of the most indefatigable supporters that the worthy institution possesses.

Secretarial duties fall to the lot of Mr. R. G. Caddell, who was elected secretary in 1920, since when £1550 has been raised, the highest one year's total being £351 for 1925.

The amount raised for the year just concluded was £230, and the difference between that total and last year's is accounted for by the fact that for three months the committee decided to stay its hand while two general appeals were conducted at Ballarat, one for extensive building operations at the Orphanage and the other for St. Vincent's Hospital.

Mr. Caddell was granted special leave of

absence by the Commissioners to act as secretary for these appeals, and altogether £10,000 was raised for the Orphanage and £1000 for St. Vincent's Hospital.

On Saturday afternoon, June 5, Mr. Commissioner Shannon, accompanied by Mr. J. S. Rees (president of the Institute) and several other Departmental officers, was present at the Orphanage, and witnessed the handing over of this year's cheque to the president (Mr. J. Tippett).

Mr. Tippett expressed great pleasure at Mr. Shannon's presence, and extended to him and the other railway officers a cordial welcome to the Orphanage.

Mr. Shannon said that the Commissioners and all railwaymen appreciated the good work which was being performed at the Ballarat Orphanage. He was gratified to see Ballarat railwaymen working so unselfishly for such a fine institution. By their voluntary efforts they were doing something to help those who were not in a position to help themselves.

"As a family man," continued Mr. Shannon, "I realise the disabilities endured by orphanage children, through no fault of their own. They are denied parental and home love and affection, but from what I have seen to-day I can safely say that the Ballarat Orphanage is the best substitute for home life that has come under my notice." (Applause.)

During the afternoon the Orphanage band entertained with tuneful items, and Mr. Shannon was much interested to learn that their instruments had also been donated by Ballarat railwaymen.



*Mr. C. W. J. Coleman, Chief Storekeeper of the Victorian Railways, third from the left, conducted a party of metropolitan pressmen and photographers over the new Storehouse at Spotswood last month.*

## Railroading is this Young Man's Hobby

Seeking Experience in America.

THE name of Mr. J. S. Beddoe has been added to the list of young Victorian railwaymen selected by the Commissioners from a large list of applicants to proceed to



America for general experience in railway operation.

Mr. Beddoe will sail on July 17 for a period of 12 months' duty with the Pennsylvania Railroad. He will pay his own fare, but his seniority and other rights on the Victorian Railways will be conserved during his absence.

Mr. Beddoe, who is 32 years of age, is in the Transportation

Branch, and has been employed for several years as a Relieving Stationmaster. He was only 18 years of age when he joined the Department in June, 1913, as a Lad Porter at Peshurst, and by close application to his work he rose through the various grades, and was appointed Stationmaster two and a half years ago at Yallourn. He was at this important industrial centre when the briquetting and other operations were commenced. Since then he has travelled round the State relieving at various stations.

He is a keen railwayman in every respect. He claims no hobby except that of railroading, his reason being that in the early days of his service hours were long, and this afforded much waiting time, all of which he devoted to improvement in his chosen profession.

Mr. Beddoe intends during his sojourn in America to seek opportunity to extend his knowledge with regard to train running and control, but he is also out to learn all he can with regard to railway work generally.

## Young Railwayman's Splendid Record

APPRENTICE FITTER AND TURNER T. M. BYE has been selected by the Commissioners to take over the free course in mechanical engineering offered to the Department by the Melbourne University each year.

Mr. Bye has only been in the service since January 14, 1925, but his educational qualifications were such that, in common with a number of other first year apprentices, he was placed on second year work at the Railways Technical College, where he obtained third place in the final examination, securing 85.7 per cent. of the possible marks.

The two apprentices ahead of him had not the requisite educational qualifications to permit of their entry to the University at present. Bye obtained his intermediate and school-leaving certificate before entering the Railway Service, and since then he has passed the leaving examination in physics and mechanics.

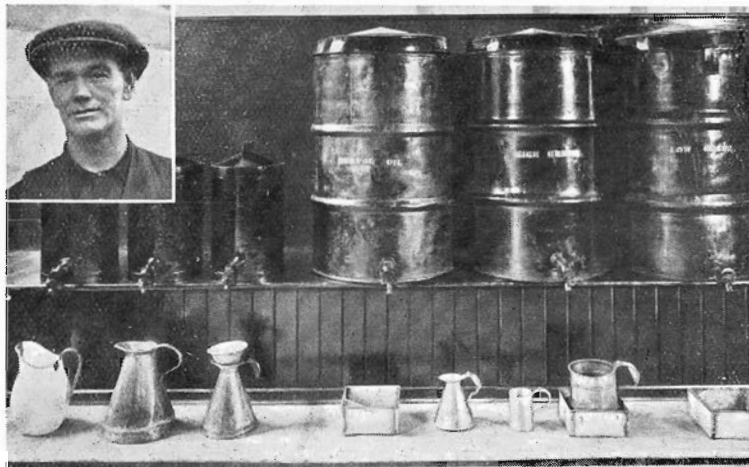
### Get a Good Grip and Keep It

WE are continually receiving reports of accidents occurring to employes through dropping things on their feet.

Hold on to things so that they won't slip from your grasp.

Business goes where it is solicited, and stays where it is well treated.

*What a fine reputation it is for a Railway Department or Company to have — That unaccompanied children, aged folk and the feeble can travel on the system with the utmost safety and comfort.*



Mr. F. Allard keeps the ink, oil and disinfectant store at the Spotswood Storehouse in a spotless condition, as seen from the above photograph. He has every reason to be proud of it.



THERE is a trio of public notabilities in the ranks of the Ballarat railway workshops men.

Forgeman G. M. Kent is a Justice of the Peace, and member of the Sebastopol borough council.

Fitter W. J. Lonsdale is President of the Ballarat Trades and Labor Council, and Vice-president of the Ballarat North Progress Association.

Boilermaker R. Hill is President of the Ballarat Branch of the A.L.P., and selected candidate for the Ballarat West seat at the State elections.

## Railway Officers from all States (except Queensland) Meet in Conference



*Railway experts from all States of the Commonwealth of Australia, except Queensland, met in Melbourne to discuss railway problems during June. Officers were also present from New Zealand.*

## Railway Systems Can Learn From One Another

*This was the theme adopted by the Chief Commissioner of the Victorian Railways (Mr. H. W. Clapp) when addressing the recent conference of interstate railway officers in Melbourne. Mr. Clapp said:*

"IT gives me more pleasure than I can say to greet you here to-day, and my only regret is that we are not complete, because we have no representatives from Queensland.

We had thought that this Conference was going to be complete, but even without our friends from Queensland, it is the largest gathering of Interstate officers that has ever taken place in Australia.

New Zealand is represented here for the first time at an Officers' Conference. Last year their Chief attended the Commissioners' Conference, and, I understand, that 15 years ago, their Commissioners were also represented at a Commissioners' Conference. We are only too delighted to welcome the New Zealand Officers, as we want their aid in our deliberations.

We want each other's aid more to-day than ever before in the management and conduct of this industry in which we are engaged in the manufacture of service. It is the largest industry in any community.

It is more or less true that there has been little or no competition for the railways to face in the past, but to-day I know we are not alone in Victoria in realising that we have a very earnest and continuous competition, firstly from the privately-owned motor vehicle, and secondly from the commercial vehicle catering for either passengers or freight.

### We Must Render Good Service

Of course, with the privately-owned vehicle the only way to induce some of the owners to patronise us more than they do is to render such good service that they will leave their motor cars in their garage. I can say, without any boast, that we are out to do that.

We feel we are the most vulnerable State in the mainland, being the smallest and having a big programme of good road construction. We are giving a great deal of thought to what we must do to advance with the times. The fact that there are so many of us here to-day shows that there is a spirit of "get together" within the different Services and between the various railway systems of Australia and New Zealand, greater than there has ever been before.

Not only must we get together within our various Services and between the different Services, but we must also get the human touch into our business. In other words, it brings me back to a very pet theme of mine, and that is "Salesmanship in the Railway Business." It is one of the greatest studies that we have before us in our industry.

There are a great many problems that grow into the mechanical and human side of producing and selling our product 100 per cent., and we are all a long, long way from that.

Home Building Feature

# Plenty of Windows Make This Home Bright and Airy

## HOME BUILD- ING HINTS.

Why Not Learn  
the Prime Lesson  
of Thrift?

\* \* \*  
Money paid in  
small amounts  
regularly and  
steadily mounts  
to a comfortable  
sum in a short  
period.

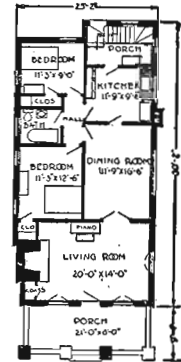
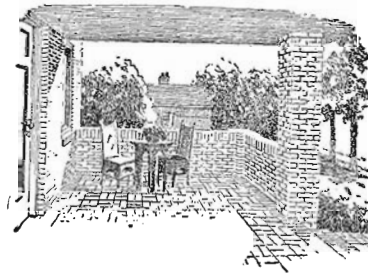
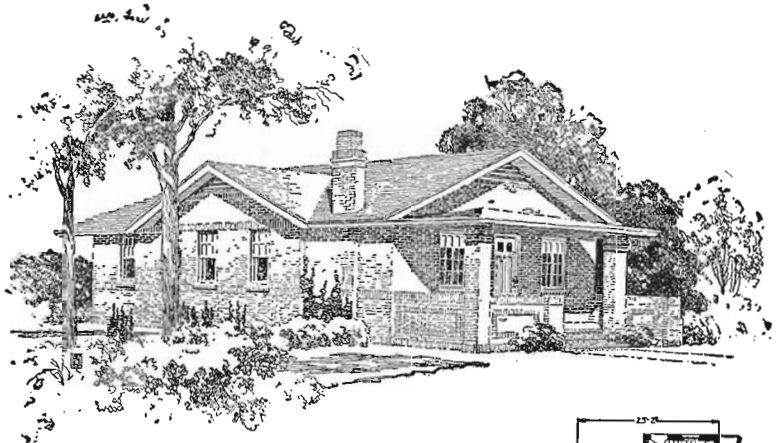
\* \* \*  
Modern ideas  
of a home reflect  
all the comforts  
and conveniences  
and short cuts for  
the elimination of  
drudgery that  
have come down  
to us through the  
ages.

\* \* \*  
Household con-  
veniences keep the  
bloom of youth in  
the faces of our  
mothers and our  
wives.

\* \* \*  
The true home  
to-day should be  
a reflection, an  
outward or visible  
sign of inward  
and spiritual  
taste.

\* \* \*  
A comfortable  
home, however  
humble, merits  
unusual pride in  
the heart of its  
owner.

\* \* \*  
If the financial  
burden of home  
buying falls on  
you in youth, no  
matter what pro-  
blems confront  
you in old age,  
rent paying will  
not be one of  
them.



House No. 513

Designed for American Face Brick Association

**S**IMPLE and effective, with a straightforward rectangular plan, this bungalow of the Western type is a very economical one to build. The use of an attractive face brick laid in some distinctive bond and mortar joint would greatly enhance the attractiveness of this design.

It would look exceedingly well with wide, deeply-raked horizontal joints, and very thin vertical joints. The effect would be a series of horizontal shadow lines banding the entire building.

Note especially the number and grouping of the windows, which besides giving an abundance of light and air in every room, are well placed with reference to the furniture.

The porch extends the full width of the house but the roof does not, thereby affording plenty of light for the living room.

The spacious living room with its wide fireplace at one end has plenty of wall space for furniture and a good coat closet convenient in the entrance. A

pair of French doors open into the well lighted dining room which is large enough for all occasions. The bedrooms with good closets are well isolated and have plenty of light and ventilation.

The kitchen is but a few short steps from the dining room, a feature appreciated by those who do their own work. As there is no pantry in this plan, the kitchen is provided with a large cupboard and has room for a kitchen cabinet. The sink and range are convenient to each other and well lighted by two windows.

The enclosed rear porch contains the stairs with an entrance at grade and accommodates the ice box, thus keeping the iceman out of the kitchen.

A well-ventilated attic, valuable as storage space, may be reached by a disappearing stairway in the hall ceiling. The basement is well lighted on the two sides and rear, and includes a laundry with large drying space, fruit and vegetable cellar, fuel bin and heating plant.



## Inspiration For All Victorian Railwaymen Here

Good service always wins appreciative recognition from the public. Read what the Mayor of Ballarat (Cr. A. E. Nicholson) has to say concerning Ballarat railwaymen.

**C**OUNCILLOR A. E. NICHOLSON, tall, alert, keen-eyed, and not unlike his brother, the former Chief Commissioner of Police, strolled down the asphalt path beside



his home, and with a welcoming smile halted beside a rose bed.

"Good morning. I'm very pleased to meet you." He shook hands cordially. (A genuine Ballarat greeting this.)

"I am glad to have the opportunity to place on record my keen appreciation of the unflinching courtesy displayed by the Ballarat railway staff towards all travellers," Cr. Nicholson said. "And in saying that, I know I am voicing the opinion of my Council and the Ballarat people generally.

"Ballarat railway officials (I speak from my own personal experience) are always approachable. You can go to them with a request or a complaint—that is, when you have one!—and rely on receiving consideration.

"Like Mr. T. W. J. Cox, the present District Superintendent (Mr. T. H. Maddern), impresses with his sincere desire to render the most efficient service that lies in his power, and his energy is reflected in the efforts of all members of his staff.

"It is our proud boast that Ballarat is the largest inland city in Australia, and I am only giving credit where credit is due when I say that we possess here a railway staff worthy of the fine city to which they belong."

## Viaduct Over Werribee River at Melton

By R. H. Arthur, A.S.M.

**I**N a recent issue of the "Magazine" there appeared a picture of the railway viaduct which spans the Werribee River near Melton. As there was not much detail as to its erection, I have here sketched a short account.

Melton is 23½ miles from Melbourne on the Melbourne to Ballarat line, via Bacchus Marsh. The line was built in 1884, and opened as far as Melton on April 2, 1884. The trains terminated at Melton owing to the construction of the famous viaduct being then in process.

The structure is nearly a quarter of a mile in length, and 128ft. above the level of the Werribee River.

Built on concrete foundations 40ft. deep, it has stood the test of time and strain, thus affording clear testimony to the engineers who designed it.

The bridge is built on the lattice principle of construction; hundreds of pieces of iron and steel are rivetted together.

The ironwork was brought from Britain and assembled on the job. Just imagine the stupendous number of rivets that had to be heated and made intact in the structure!

Large blocks of stone were also transported from Footscray for use in laying the foundations.

Recently a gang of painters, under the supervision of the Inspector of Ironworks, has completed the repainting of the bridge, a covering of two coats of paint occupying nearly 12 months to execute.

It is said to be one of the best-built bridges in Victoria.

### Maxims of the Month

*The loafer ends by eating unbuttered bread.*

\* \* \*

*Only they are rich who give.*

\* \* \*

*Few malcontents have sweated and saved to build a bank account. They use their chins, not their hands or their heads.*

\* \* \*

*Advertise, ADVERTISE! If your business isn't good enough to advertise, why not advertise it for sale?*

\* \* \*

*Get on or get out.*

\* \* \*

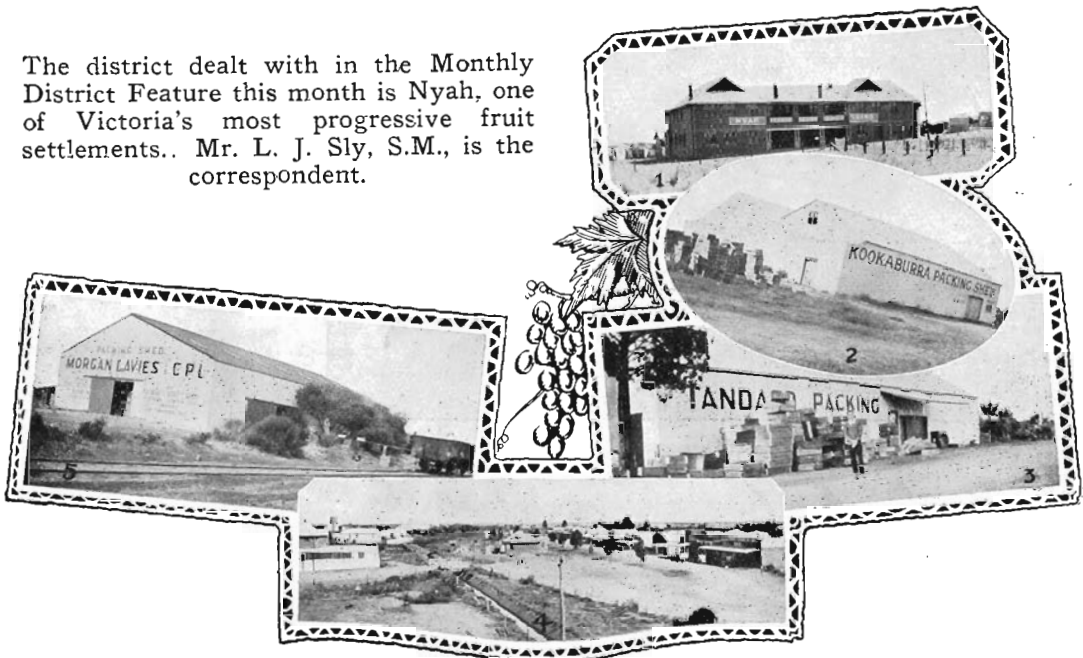
*The amount of fruit a tree will bear depends on its roots.*

\* \* \*

*Be yourself. Then forget self.*

# Nyah District--The Home of Dried Fruits and Citrus

The district dealt with in the Monthly District Feature this month is Nyah, one of Victoria's most progressive fruit settlements. Mr. L. J. Sly, S.M., is the correspondent.



**D**URING 1915 the railway station of Nyah (subsequently altered to Nyahwest) was opened for traffic.

The station was built about two miles from the River Murray, and 232 miles from Melbourne, and, except for the small village of Nyah on the bank of the river, the district was scantily settled, and mallee scrub predominated.

During the short space of 10 years a vast change in the district has taken place, and instead of scrub we find a thriving township and settlement.

The population has steadily grown to 3000. The whole of 4000 acres of irrigable land on the Victorian side of the river, and also a good portion of 5000 acres on the New South Wales side, has been taken up by returned soldiers and other settlers, and planted out with vines, citrus, and various other fruits.

Some of the vines and trees are not yet in full bearing, but the average annual output is 2500 tons of sultanas, lexias, and currants, 500 tons of Doradillo grapes for distillery purposes, 500 tons of wine grapes, and 6000 cases of grapes for market, besides 24,000 cases of citrus fruits.

Tomatoes, soft fruits, and melons are also extensively grown, and despatched for market.

To the west of the railway stretches the farming country. The average wheat yield has been 50,000 bags, but with a good year it is hoped to nearly double these figures. It

is interesting to note that the average rainfall is only 11in.

In the townships of Nyah and Nyahwest there are 55 business establishments, including nine fruit packing houses.

In addition to the irrigation scheme, there is a good township water supply, and steps are being taken to instal electric light and power throughout the townships and settlement.

The Grand Hotel (63 rooms), a two-storied brick structure, situated near the railway station, has every modern convenience, and is one of the most up-to-date accommodation houses in the country.

The business at the station has steadily increased year by year, and it is now necessary to employ a staff of four during the packing season, which extends from February to May.

It is a very pleasing sight to the eyes on a hot summer day to look across the settlement from the top of the home signal and see the acres and acres of green vines stretching away towards the river, with the red roofs of the settlers homes dotted here and there throughout.

This pretty picture and hive of industry which I have just described, like everything else, is the reward of hard and constant work, but, notwithstanding, the fruitgrower is still a struggling man, and much depends on our local and overseas markets, which in the past have not been too bright.

# Ballarat Railwaymen Now Have a Fin



*Local railwaymen turned up in full force at the opening ceremony.*



*Getting the 33ft. flagpole up before*



*Here are some of the men from the Ballarat Goods Sheds.*



*Rolling Stock Administrators*



*Stationmaster Johnston and his staff.*



*Patrons of the Ballarat Refreshment*

# Fine Institute—Some District Snapshots



before the arrival of the visitors.



After the speeches they danced in the commodious Institute hall.



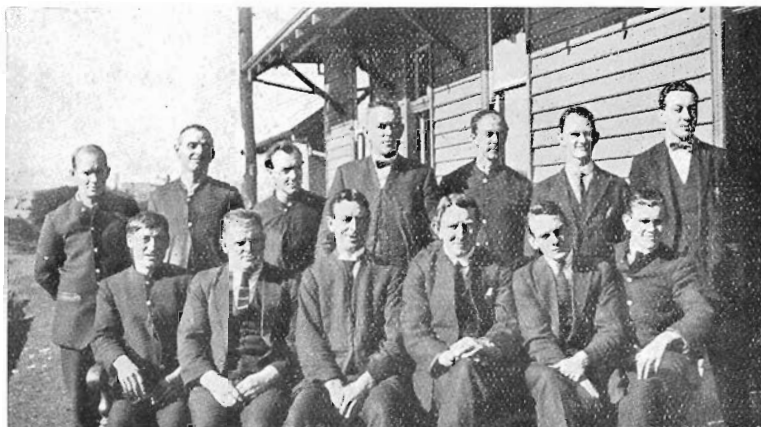
at the Ballarat Loco. Depôt.



Way and Works men control a big district from their Ballarat base.



Breakfast Rooms know these faces.



The Yard Staff get a chance to sit down for a few seconds.

## Commercial Agent Appointed for Victorian Railways

Realising that business must be attracted in these days of keen competition, the Victorian Railways Commissioners are keeping abreast of the times by selecting an expert officer from the Transportation Branch, and appointing him as Commercial Agent.

IT will be the officer's duty to keep a watchful eye on competitive traffic, both for passenger and goods, to maintain cordial relations between the Department and its customers, and generally to deal with the question of conducting the business of the Department on up-to-date commercial lines.

Mr. W. L. Middleton, station master, has been selected to fill this post, and he takes over his new duties at an early date.

Mr. Middleton has already earned a reputation at the various stations where he has been located, for his success in attracting traffic to the railways and bringing back the custom of firms who had been patronising road transport.

Western Australia and South Australia have special commercial officers, who have had considerable success in obtaining and conserving railway traffic.

In Western Australia the commercial officer conducted a personal canvass of all the wool-growers, and this move is said to have created a better feeling, with beneficial effect to railway business.

As a result of the South Australian officer's suggestions, the Railways Department in that State has introduced its own motor services for passenger business, combined rail and motor services have been inaugurated, certain fares and rates have been revised, and motor collection and delivery of parcels and goods commenced.

In America this aspect of railway work has been developed to a high degree. The commercial branch is one of the most important in a railway company's operations, and every endeavour is made to give the best possible service to railway users and to encourage them to use it.

COPY of letter received by S.M., Bet Bet, from **Mr. B. Hinbach, Poultry Farm, Eddington:**—  
"I thought it might interest you to know that during the last twelve months I have consigned to Melbourne from your station, Bet Bet, just on 12,000 dozen eggs, and I have only had 30 dozen broken and cracked out of that number, and I think if it was not for your careful handling and care I would not have such a small lot of breakages. I must thank you for your care of my egg boxes, which are always put carefully away under cover until I take delivery of them, and also all goods that I have had delivered to Bet Bet. I have been getting all my outfit at Bet Bet, and also consigning all my eggs away from there now for three years, and I have always had a real good deal from the staff."

I WOULD like to add mine to the already long list of congratulations which I feel sure you must have received, specially in reference to the interstate service.

For the last three years I have passed backwards and forwards, and have always received the very best of courtesy and attention from the Victorian Railways employees. Specially I would desire to express my appreciation of the attention of the Steward-in-Charge of dining car and his assistants upon this, my last trip (May 20), when I was in ill-health, and somewhat hard to please on that account. Nothing could have exceeded their kindness to me, and I, naturally, desire that you should be made fully aware of my appreciation.—**B. Meade Swift, Manager for N.S.W., "Australian Municipal Journal," Yorkshire House, 20 Queen Street, Melbourne, writing to the Commissioners.**



Some of our "housekeepers" at the new railway storehouse at Spotwood where supplies are kept of the multifarious articles required to successfully conduct a big transportation system such as the Victorian Railways. These men can, at a moment's notice, place their hand on any of the 12,000 articles in their store. **Mr. Steele, the Storehouse Manager, is in the centre of the group.**

## Do You Realise What the Institute Is Doing?

Every Victorian railwayman should be a member of the Institute. It was established for his benefit and is carrying on a splendid work. Read here a brief review of its activities.

**S**INCE the first Victorian Railways Institute was established in January, 1910, occupying extensive and convenient premises on the third floor of the Flinders Street Station Building (and known as the Central Institute), the Commissioners, together with the Council of the Institute, have kept adding new subjects to its curriculum, as well as large stocks of additional books to the library.

Similarly, new features have been opened up in connection with the social and recreative side of its activities. Thus the welfare of the metropolitan members has been kept steadily in view.

The Commissioners and Council have been just as solicitous for the welfare of country members, and the erection of Institute buildings at the larger country centres has been steadily pursued, whereby accommodation is provided for all Institute activities, educational and social.

In addition to the new building opened at Ballarat last month, a new Institute building at Ararat will shortly be officially opened. Good progress is also being made with the erection of Institute buildings, both at Traral-

gon and Korong Vale.

Similarly, handsome buildings are already in existence at Stawell, Maryborough, Bendigo and Benalla.

At numerous other country centres, where it has not yet been possible to erect new premises of the standard type, portable buildings have been freely provided for purposes of conducting Institute business.

Victorian Railwaymen are fortunate in possessing such valuable opportunities by means of an Institute system, which affords them every facility educationally, through suitably graded classes, combined with correspondence courses in any subject necessary to enable them to qualify for the position to which they aspire.

**Every Railwayman, town and country alike, should be a member of the Institute.**

If this were so, its usefulness and financial strength would be increased more than one hundredfold.

Herein lies an excellent means whereby railwaymen, non-members of the Institute, might co-operate for efficiency.

### Items of Interest for Institute Members

**MUSICAL SOCIETY.**—Mr. Gregor Wood has resumed duties as conductor of the Victorian Railways Institute Musical Society, and he desires us to state that there are a few vacancies in the choir for all voices. Ladies and gentlemen possessing good voices and who can read music are invited to communicate or call and see the conductor or secretary.

**KORONG VALE.**—Good progress is being made here with the erection of the double tennis courts. The posts are up and wire netting is being erected; 50 tons of gypsum is being used for the foundation, with a coating of tar. This will be the first gypsum court laid down on Railways property. The station at Korong Vale has been laid out with gypsum and coating of tar, and the Commissioners on their recent visit to this centre were quite satisfied with this material, and we think it will probably be largely used in the future at country stations.

We will very shortly have the electric light laid on to the town, which at the present time is all wired, and we will shortly be able to switch on and off, which will be a great boon.

A few of our members are on the list for transfer. We wish them the best of luck wherever they may go; a loss to this town but a gain to some other. They are Messrs. L. Gibson, D. Duggan, R. Lynch, and R. Madden.—J.A.

**BENALLA.**—A presentation of a past chairman's certificate was made at our committee meeting held here on May 6. Mr. Norton spoke on behalf of the old committee, and Mr. Penrose on behalf of the social committee, each of whom complimented Mr. Edgar on the capable manner he had carried out his duties.

Mr. Boles, for the new committee, congratulated Mr. Edgar on the progress the Benalla centre had made under his chairmanship. Mr. Edgar, in responding, said he felt highly honoured to be made the recipient of such a handsome present. He would not soon forget the happy times he spent whilst associated with them at the Benalla Institute.

### What the "Benalla Standard" Thinks of the Institute Garden

**A**NOTHER beauty spot little known even to the inhabitants is the Railway Institute garden. Less than six months ago the grounds surrounding the Institute were a wilderness of neglect, but with the aid of its house and grounds committee the wilderness is gradually disappearing, and as the scene is changing there appears the beautifully laid-out lawns, flowering beds, and gravel walks, and in the near future artistic lodges will be erected for those who wield the mallet upon its croquet lawn or racquet upon its tennis court.

Since Christmas this garden has been a mass of bloom, and even now one finds thousands of dahlias, zinnia, and other blooms, comprising many varieties and of the widest range in form and color.

The grounds are now the pride of the Institute, and members of its committee extend a welcome to visitors if they will but enter and admire the display which now extends to the back of the Institute.

Visitors and others have been lavish in their praise, and have garlanded many beautiful blooms to carry citywards, even reaching to far-off Sydney.

*Mr. Harry Jephson, Yard Clerk, at Ballarat. He met with an accident some years ago, which unfortunately necessitated the amputation of his left leg, but, notwithstanding this disability, he is an enthusiastic gardener, as the photo will show. He is also a Committeeman of the Local Institute.*



## Railwaymen With Headquarters at Ballarat



(Above): The Ballarat District Superintendent's staff.  
(Left): Mr. A. P. Burdeu, of the District Rolling Stock Superintendent's office, chats with Mr. R. R. Mayne (right).



Station Staff at Ballarat East.



Most of the Ballarat loco. men were out on duty when the photographer called at the depot last month, but all that were available gathered together to let their pals around the State get a glimpse of them.

# Locomotive Failures and Their Causes

Locomotive failures in Victoria during 1925 per 10,000 traffic miles were 1.34 for passenger trains and 3.43 for goods trains. The locomotive mileage per casualty was 5654. How we may improve our record in this connection.

**A**N engine failure does not necessarily mean a total failure of the engine or its inability to complete its trip. The definition covers all instances of a delay of more than five minutes in the case of passenger trains, or more than 11 minutes in the case of goods, that has occurred, debitable to such factors as defective engine, mismanagement of crew, adverse weather, inferior water or fuel, or overloading.

Formerly the possibilities of economical locomotive power operation were not so carefully exploited as in recent years.

The quality of coal used, particularly on this system, was of the highest, with a very low percentage of ash, the ash content averaging as low as 4 per cent., whereas now the average is about 14 per cent. Lubricating oils were used, the cost of which would be prohibitive under present conditions. The loads usually scheduled for locomotives of a given power were small in comparison with the present standard, the loads now being practically up to the maximum capacity.

The efficiency of locomotives therefore has to be of a very high order if good timekeeping is to be maintained.

In America the fuel problem has had to be made the subject of intense study. The low quality of the coal available renders it imperative that the fuel economy and general efficiency of the locomotive should be developed to the highest possible point.

## Coal of Low Calorific Value

In our own State the position is developing in a similar manner, seeing that the coal which must be used is of a comparatively low calorific value with a high ash content. Our policy in recent years has therefore been to follow on the lines of American practice by the introduction of heavier types of locomotives, the adoption of superheaters, the application of shaker grates and boosters, and, generally, all those features which go to increase the efficiency of the locomotive and make it possible to operate on low-grade fuel and least costly oils.

Further, as the growth of locomotives has gone forward the question of balancing and fitting them to run on the existing tracks has had to be closely studied. The lightening of parts, the employment of higher grades of steel, all of which have been the subject of close study in the United States, where the heaviest locomotives are used, have also been kept in mind continually.

The necessity for the reduction in the number of wheels per train, the equipment of cars with heavier draw-gear, and the use of automatic couplers have had to be faced, and, generally, all those features when completely incorporated in our rolling stock will go far towards lessening failures, not only of loco-

motives, but of trains generally.

The word "failure" is one which is unpalatable, or should be, to every man who has any desire to succeed, whether he be in the commercial world, a head of a huge concern such as the Railways, an administrative officer, or even if he be on one of the lower rungs of the Railway organisation.

When it comes to the problem of railway transportation, whether it be of passengers or goods, failures due to any cause are most nauseating to our customers, and a reflection on the administration generally.

Engine failures and their causes can be classified as follows:—(1) Structural defects; (2) faulty workmanship; (3) inefficient running shed examination and maintenance; (4) careless examination by enginemmen, and failure to book necessary repairs; (5) mismanagement on the road; (6) neglect by the running shed staff in regard to washing-out of boilers, cleaning tubes, etc.; (7) adverse weather conditions; (8) inferior fuel; (9) water of bad quality; (10) impracticable schedules; (11) overloading.

## Consider Every Detail

The items enumerated all play their part in bringing about engine failures and consequent delays. It is essential, therefore, when designing the locomotive, that every detail be carefully considered and calculated, and when under construction a close inspection be made of every part to ascertain that it is perfect, so that, as far as practicable, all defects will be eliminated. *The workmanship should also be of the best.*

Having provided for the perfect machine, it is essential that the periodical examinations shall be thoroughly and systematically carried out, and the running shed maintenance efficiently effected.

With regard to road operations: The driver must be thorough and painstaking in his examination and preparation of the engine, and in no instance should he omit to book defects which he discovers, either prior to taking the engine out or when putting it away.

He must also faithfully carry out his many duties, by giving proper attention to the lubrication; see that the trimmings are clean and in good order; that the corks are properly placed in the bearings; that all nuts are tight, and the gear generally in proper order.

He must also see that the fireman carries out his duties correctly, and that the best possible value is obtained from the fuel consumed; that when the fire requires to be cleaned it is done promptly and efficiently, and the engine operated in such a way that he will maintain at least the schedule running laid down.

On the completion of the trip and after the engine is placed in the shed, the officer-in-charge must provide for the proper cleaning,





*Tostaree, in Eastern Gippsland, is a fine place to spend a holiday, says Mr. W. R. Tobias, Super-Repairer, working in that district. He sends these photographs of the rail motor crossing one of the high trestle bridges on his section; also a snap of one of the adjacent fern gullies, taken by Miss A. Wicks, of Tostaree.*

washing-out, cleaning of tubes, etc., and also for the lighting-up, in preparation for the next trip. He must exercise a close supervision over the repairs booked from time to time, in order to see that they are properly effected.

When these matters are attended to, then all that is humanly possible has been done to ensure smooth train running operations.

However, although provision has been made for carrying out the operations enumerated, we have to record engine failures practically every day. Some days there are more than others.

The term "engine failures" means failures which have caused delay to trains—express and country passenger and mixed in excess of five minutes, and goods trains in excess of 11 minutes. This is the standard laid down for recording failures in each of the Australian States.

In this State the statistics are compiled in the Rolling Stock Train Running Room, Spencer Street, and the information is collated from information shown on the correspondence sub-

mitted from each of the seven districts into which the State is divided.

Defects are classified by a letter and number, and the details recorded on a card system. From these cards the appendices are compiled monthly, showing the various failures of engines, on express and country passenger, mixed, and goods trains.

In addition, a statement is compiled showing the number of trains run in each district, the number late, and the percentage of delays due to Rolling Stock Branch causes.

These figures are printed and supplied to the administrative officers concerned, and discussed at the monthly conference of district officers, where the failures and their causes are brought under their notice. In addition, graphs are prepared showing the total failures for the State, also the figures for each individual district over a period of years.

The figures thus compiled bring to light instances where a particular locomotive is at fault, if there is an excessive number of failures of a particular nature, and also the number of failures, due to any one particular driver, thus forming scope for concentration on each group cause.

Of course the fact of tabulating engine failures during any period is uninteresting and useless, unless from the statistics afforded some guidance is obtained as to the method to be adopted to effect a reduction in the total number occurring, or to totally eliminate many of the troubles.

The fact remains, however, that when frequent failures are experienced in one particular direction, and the matter is strongly taken up with the district or depot concerned, whilst error or omission will not be admitted, an immediate improvement usually results. This goes to prove how necessary it is for all concerned to be ever on the alert and exercising a constant and thorough supervision over all the operations. No matter how well we might be doing, there is always room to do even better.



*Works master G. McCubbin, of Ballarat, listens while Road Foreman H. P. Nolan (on the right) offers an opinion on some technical matter.*



# Personal.



*Mr. H. A. Little, District Fitter, Bendigo, who supervises motor cars, cranes, turntables, oil engines, pumping plants and other mechanical gear in his district.*

On May 1 a very pleasing ceremony took place at the Geelong Loco. Sheds when the Office and Shed Staffs met to bid farewell to **Mr. A. C. Parker**, Depot Foreman, who has severed his connection with the Department after a service of 37½ years. Mr. J. Fowler, District Rolling Stock Supt., on behalf of the staffs, presented Mr. Parker with a handsome gold Albert, and, in doing so, spoke in fitting terms of Mr. Parker's long and faithful service to the Department. Mr. L. Mudge, Acting Depot Foreman, and several other members of the staffs, also spoke, and all expressed regret that Mr. Parker was retiring, but at the same time wished him health and prosperity. Mr. Parker thanked all present for their expressions, and the token of esteem that had been presented to him, and expressed his regret at having to leave such pleasant associations. Mr. Parker entered the service as a fitter on 3/9/88, and during his long service has occupied the position of Depot Foreman for several years at each of the following important Railway Centres:—Benalla, Bendigo, Port Melbourne, Ballarat, and Geelong, which position he held at the time of his retirement. He has also held the position of Leading Hand Fitter at Newport and Ballarat, and Fitter-in-Charge at Korumburra.

On May 4, at the Ironwork Shop, Spencer Street, the presentation of a wireless set was made to **Fitter R. Oldfield** on his retirement from the service. On making the presentation, Mr. J. Lambrick, a prominent member of the A.S.E., and an old fellow workmate of Mr. Oldfield, spoke of him in very high terms. Mr. Oldfield will retire amongst the Panton Hills, and will be well posted of the world's affairs at this sylvan retreat.

**Major C. G. Carruthers**, Booster Expert of the Franklin Railway Supply Company, recently arrived in Australia for the purpose of supervising the installation of the locomotive booster to be installed on one of the Mikado, "N" type, locomotives of the Victorian Railways.

*Mr. and Mrs. Crawford, who were recently transferred from Maryborough to Bacchus Marsh Refreshment Rooms, and who were farewelled by Maryborough people, and made several presentations prior to their departure. Mr. Crawford was well known in football circles, and was a keen shooting and fishing enthusiast.*



## Mr. W. Tredinnick Eulogised

Eulogistic references were made to Mr. W. Tredinnick at a meeting of Bendigo business men recently.

In proposing the toast of "Mr. Tredinnick," the Mayor (Cr. W. Ewing) said that no railway official who had ever been stationed in Bendigo or any other part of Victoria had the interests of a bigger and a better Bendigo more at heart than Mr. Tredinnick.

Had he wished it, Mr. Tredinnick could have discharged his official duties admirably without consideration to Bendigo. He could have gone on text book style and restricted himself according to its doctrines. Instead of doing this, Mr. Tredinnick had set out to work for the good of his service and the community, and he read between the lines.

Mr. Tredinnick could well be termed "The Mr. Clapp of Northern Victoria." The interest of any one class had never been uppermost in Mr. Tredinnick's work: he had worked solely for the community.

In supporting the toast Mr. H. Keck, M.L.C., said that 900 men were employed by the Railway Department in Bendigo. With their families, and reckoned on a population basis, they amounted to an eleventh or twelfth part of the population. This showed how dependent we were on the railways. Road transport was all very well, but the railways should be utilised to a greater extent. Motor transports did incalculable damage to the roads. By robbing the railways of transport they were really robbing themselves.

Mr. R. N. Putman supported the toast, and said Mr. Tredinnick had supported the railway slogan, "Help us to help you."

Messrs. J. H. Lienhop, W. Paton, C. Dickins and A. Hamilton supported the toast.

In his response, Mr. Tredinnick said he had always found it a pleasure to work with the Bendigo people. He had not always been right, and he had made many mistakes, but they had all been honest ones done with the best of intentions.



Some of the Wallan Staff: Operating Porter H. Simplkins, Ganger J. Moore, Station Master W. Davidson, and Yard Porter D. W. Lowe.

## Popular Railwayman Retires

**P**RACTICALLY the whole of the 300 men employed at the Railway Workshops at Ballarat North assembled at lunch time recently to bid farewell to one of the most popular of their shop-mates, Mr. "Phil" Murray, who retired after a connection with the Service extending over 38 years.

Mr. Murray was met "at the slab" in the railway shops and welcomed by the manager, Mr. Donald McGregor; the acting manager, Mr. Geo. Curtis; and the foreman, Mr. J. Armstrong.

Mr. Donald McGregor said that he had had the honour of knowing the "old gentleman" for many years. They were all sorry he was going away, but he had had a long innings, seeing that it was 54 years since he first started work.

Mr. Geo. Curtis said that he had known Mr. Murray for many years; in fact, ever since he (the speaker) started work. He had always found Mr. Murray a man of his word, a man of strict probity and conscientiousness.

Mr. J. Armstrong said that there was not a man in the shops but would regret losing Phil. Murray from amongst them. He had known Mr. Murray for a long time, and had found him always a good friend and a good worker, ready and willing and able to help the other fellow, and especially the younger generation of workmen. It must be a source of satisfaction to him to be leaving with the goodwill of all his mates.

Mr. C. Remington said that the speakers had all overlooked Mr. Murray's fine work as superintendent of the shops ambulance corps. He had been a very tower of strength to it. For the 38 years he had been in the service he had devoted himself to ambulance work. He was indefatigable in his attendance on injured men, and not an accident, big or small, occurred but what he was sent for. He had risen to the position of superintendent of the corps.

Mr. Murray, who was received with much cheering, said it was rather difficult to know just what to say. He had to retire from the service of the Department, and recognised that his time had come to do so, but it meant the severing of a big link in his life. He had seen many men come and go in the service; personally, he had tried always to do his duty both to the Department and his fellow workers.

In the evening there was another little ceremony, when the office staff and the leading hands met Mr. Murray, and Mr. Curtis, on their behalf, presented him with a handsome inscribed umbrella, and made further commendatory remarks concerning that gentleman, which were supported by Messrs. T. Glass, G. Stewart, N. Brown, and others.



*Mr. J. D. Sutcliffe, Statistical Clerk, at the Bendigo Loco., joined the Department in 1918, and was employed in the Transportation Branch until early in 1925, when he was transferred to the Rolling Stock Branch as Statistical Clerk at the Bendigo Loco. He is a son of Mr. J. T. Sutcliffe, the well-known Commonwealth Statistician,*

**O**LD pals of **Doctor Stuart Heriot**, a former Clerk of the Auditor of Receipts Branch, will be pleased to hear that he is something of a celebrity in the South Sea Islands, where he is Medical Superintendent of Paton Memorial Hospital. In his new role, the doctor ministers to the domestic and physical requirements of its inhabitants, and he is able to give interesting accounts of his Stuartship. Whenever the boat is lucky enough to hit the landing pier at Vila, New Hebrides, Dr. Heriot receives his copy of the Magazine, which he says is very interesting.



*Mr. W. C. Ellis, shown with Mrs. Ellis here-with, is the Goods Foreman at Bendigo. He was the writer of a fuel conservation article in the June issue of the Magazine. Mr. Ellis joined the Department in 1886. He has been employed at various stations in Victoria. Prior to coming to Bendigo (about 10 years ago) he was at Warrnambool. Under his supervision the Bendigo Goods Shed is carried on in a most efficient manner. The Bendigo traders are thoroughly satisfied with his co-operative efforts. When the Commissioners visit Bendigo, the Goods Shed always receives favourable comment. Outside of working hours, Mr. Ellis is a keen sport. Football, carpet bowls and wireless are his hobbies.*

**H**ERE is the portrait of Mr. Tom Maloney, otherwise known as "Doctor," who was born at Talbot in 1863. He joined the Railways in 1885 at North Melbourne, starting his railway career as a caller-up, under the guidance of Mr. Tom Hulse (Depot Foreman), Tom Crockett (Early Shift Foreman) and Bobby Burrows (Afternoon Shift Foreman), as they were known in those days.

After spending two years calling up, he was transferred to Bendigo as cleaner in 1887. At this time at Bendigo the late Mr. Lancaster was Depot Foreman. His first trip on a locomotive was when firing from Bendigo to Raywood on an old "W" class engine, which he thoroughly enjoyed. After spending some time in Bendigo, Tom was transferred to Korong Vale as fireman, and there he gained his certificate for driver.

After staying in Korong Vale some time he transferred to Bendigo, and as years went on, after serving in the Western District and other districts, he transferred to Ferntree Gully as driver in charge. After spending two or three years there he transferred back to Bendigo, and did the passenger running between there and Melbourne, and in 1923 transferred to Korong Vale, where he has finished his career—the place where he gained his driving certificate—and has now retired, we hope, to enjoy a well-earned rest.—J.A.



# Members of the Old Guard Retire

## Presentation to Mr. L. C. P. Baker



**M**R. L. C. PERCY BAKER, Signal and Telegraph Supervisor, Signal and Telegraph Branch, retired on pension from the Railways Department on April 28. Mr. Baker joined the Victorian Railways as an apprentice fitter in the old Lower Level Signal Shops at Spencer Street in August, 1883, and after having served his time, passed through different grades to that of Shop Foreman in the Newport Signal Shops in July, 1896. In July, 1898, he was appointed an Inspector of Signals and Interlocking, and had charge of the Northern and Midland Districts for 12 years, after which he went to the North-Western District, and on the retirement of Mr. Sim in 1913, Mr. Baker was placed in charge of all mechanical signalling construction throughout the State. With the advent of power signalling in the Melbourne suburban area in 1915, these duties were considerably increased, and much more complicated apparatus had to be installed under Mr. Baker's supervision.

As a mark of the esteem that his fellow officers feel for Mr. Baker, a representative gathering met in the office of the Chief Engineer of Signals and Telegraphs (Mr. F. M. Calcutt) on May 1, and on behalf of the staff, Mr. Calcutt presented Mr. Baker with a gold curb chain and a case of pipes, with a wallet of notes for Miss Baker. Before making the presentation Mr. Calcutt said that he regretted the loss of such officers as Mr. Baker, as they had been of great service to him in carrying out the complicated signalling arrangements installed over a long period of years. Mr. Baker had set a good example to the younger men in his long and honorable career with the Railways. Mr. S. P. Jones, Assistant Chief Engineer of Signals and Telegraphs, also spoke in complimentary terms of Mr. Baker's services, to which Mr. Baker suitably responded.



**M**R. J. E. HARRIGAN, iron machinist at Newport Workshops, retired from the Department on 12/4/26, after 42 years' service.

Mr. Harrigan joined the Service on 23/1/84 at the old Williamstown Workshops, and five years later, when the Workshops were transferred to Newport, he took up duty there.

Throughout his long career Mr. Harrigan took a keen interest in the welfare of his fellow workers. He was one of the first to realise the need for an ambulance corps at the Workshops, and became a member of the first corps formed. He held the position with honor and credit until his retirement. He was also a member of the old Workshops Fire Brigade, and for many years gave valuable service in that capacity, and rendered material assistance in winning many competitions for the brigade.

The call of charity always brought a ready response from him, and by his efforts as a collector he assisted to raise thousands of pounds for hos-

## Veteran Driver Retires

**M**R. J. DONOHUE is another railwayman whom time has called upon to step from the firing line of railroad activity, and to spend his remaining years in well-earned rest. Mr. Donohue left the Service of the Victorian Railways Department on May 24, after having completed 43½ years in continuous duty.



Mr. Donohue joined the service on November 18, 1882. He was stationed at Newport, at first in the Way and Works Branch, then known as the Permanent Way Branch. After several years there he was transferred to the Rolling Stock Branch, with headquarters at North Melbourne.

Quickly advancing through the various grades from cleaner upwards, Mr. Donohue was at last assigned a regular place on the drivers' pay roll, and during his term of service has driven important trains on the big wheel roster all over Victoria.

He has spent the whole of his service with headquarters at North Melbourne with the exception of 11 months, when he was stationed at Dimboola.

Mr. Donohue is looking forward to a period of relaxation now with his relatives in the delightful northern rivers area of New South Wales. His many friends will wish him long life and an enjoyable period of retirement.



The following transfers of Stationmasters in the Geelong district took place last month:—**Mr. J. H. Howard**, S.M., has been transferred from Emu to Moriac, vice **Mr. W. E. Martin**, S.M., who has gone to Gisborne. **Mr. W. Whitelaw**, S.M., Lara, has been transferred to Kyabram. **Mr. O. B. Harvey**, R.S.M., recently attached to the D.S. Office, was transferred to Bunaloo on 7/6/26.

pitals, the sick and needy, and the widows and orphans of his fellow workers.

A representative gathering of employes from all departments of the Workshops assembled in the Turnery on 26th ult., when Acting Sub-Foreman E. Jackson, on behalf of the staff, presented Mr. Harrigan with a gold watch and chain for himself, and a toilet set, epergne, and eiderdown quilt for Mrs. Harrigan. Mr. A. Short, Foreman Turner, presided over the gathering, and spoke in eulogistic terms of Mr. Harrigan's sterling qualities as a workman, ambulance officer, and charitable worker, and his remarks were supported by Mr. J. J. Turner, on behalf of the officers, and by Messrs. Wm. Burch and F. J. Bonnett, on behalf of the employes.

Mr. Harrigan, in a characteristic speech, returned thanks on behalf of his wife and self for the gifts.

On the eve of his departure for America, a pleasant surprise was sprung on **Mr. D. L. MacDonald** ("Mac"), Assistant Electrical Engineer, in the Overhead Superintendent's Section, by his fellow colleagues on the staff of the Overhead Depot and Garage on Saturday, 15th May.

Mr. Scott, Overhead Superintendent, when presenting a folding camera, leather case, and plenty of ammunition, briefly and humorously traversed Mr. MacDonald's connection with the Victorian Railways, and wished him every success in his new venture in a strange country. Messrs. Rheuben and Simpson ably supported Mr. Scott's remarks, and "Mac" received the presentation with musical honours.



**Mr. Richard E. Jeffery**, Foreman Blacksmith, has just retired from the Railways, after 37 years' service. He first started as an apprentice in the old Williamstown Workshops, subsequently working at Newport; until transferred to the Bendigo Workshops, where he received his promotion to Foreman.

Mr. Jeffery is well known as father of the Bendigo Institute, he having been an enthusiast in Institute work ever since the establishment of the Central Institute; and was a member of the Bendigo Committee for several years. May he experience happiness in the years to come.

**Mr. A. Galbraith**, General Secretary of the Victorian Railways Institute, on account of ill-health, has been absent from his duties for some weeks. We are pleased, however, to announce that he will soon be about again.

**Mr. Arthur R. Whyte**, Operating Porter, Underbool, was married on April 3rd to Miss Dorothy Mitchell, at the Presbyterian Church, Watchem. Good wishes are vouchsafed to the happy couple.

The Whytes are a family of railroaders; Arthur's father is Mr. D. R. Whyte, Road Foreman, Bendigo, whose father was a Ganger at Emu some years ago. D.R.'s brother is a Stationmaster; another brother, no longer in the Service, was a Leading Shunter.



**Mr. J. F. Taffe** was recently farewelled at Wallace on the eve of his departure, and promotion to Marnoo. He was entertained by a representative gathering of residents. Mr. J. J. Downey, who occupied the chair, said they regretted the departure of such a highly esteemed and efficient officer. He had always taken a great interest in the station surroundings, and they were proud to say Wallace station was awarded first prize, gaining the possible 100 points each year.

On behalf of the subscribers, Mr. Taffe was presented with a handsome travelling rug and bag. Mr. Campbell, President of the Tennis Club, gave a present of a fountain pen, and also referred to Mr. and Mrs. Taffe in very complimentary terms.

Mrs. Davies, on behalf of the residents, presented Mrs. Taffe with a gold wristlet watch suitably inscribed.

**Operating Porter B. Wood**, who was transferred from Avoca to Croydon, was farewelled by the wood millers, their employes, and other friends, prior to his departure. They met at the goods shed on May 18, and presented him with a handsome clock as a token of esteem. The various speakers expressed regret at the departure of Mr. Wood, and stated he had gained the goodwill of all and given entire satisfaction. He has been replaced at Avoca by **Operating Porter W. J. Smith**, from Jeparit.

**Mr. J. Wardley** (Jack, as he was familiarly called), Engine Driver for more than 40 years, owing to ill-health has retired from the Railways. He saw service at North Melbourne, Port Melbourne, Korumburra, and latterly was Driver in charge at Donald.

Always popular, and an efficient railwayman, his many friends will regret he has been compelled to undergo a serious operation, but they will also be pleased to learn he is improving steadily. His youngest son, Mr. George Wardley, is a well-known Relieving Stationmaster.



Recently the staff of the Audit Branch at Flinders-street assembled in the Passenger Division Office to bid farewell to **Mr. Marshall Bett**, who was leaving for America, to gain experience.

On behalf of the staff, Mr. Lambert, acting Officer-in-Charge of the Division, presented Mr. Bett with a pair of gold sleeve links, suitably inscribed, and a leather collar box, at the same time wishing him every success during his sojourn abroad.

On behalf of the returned soldiers of the Branch, Mr. Renehan presented Mr. Bett with a gold ever-sharp pencil, and expressed to him the high esteem in which he was held by all the ex-service men of the office.

**Mr. Brinsley E. Falloon**, popular Councillor and Treasurer of the Victorian Railways Institute, had the misfortune to meet with a nasty accident a month ago. While on his way home from duty as Assistant Stationmaster, North Carlton, he was knocked down by a motor car, and badly bruised about the body. His many friends will be pleased to learn that he is well on the way to recovery.

Friends of **Mr. A. E. Fuller**, Clerk in the Audit Branch, will be pleased to learn that he has recently been elevated to the position of a Fellow of the Federal Institute of Accountants.

Prior to his departure from Locksley to Annuello as Stationmaster, **Mr. H. Hosking** was recently tendered a farewell evening by the residents of the district. During the evening, which was spent in dancing and singing, Mr. C. James presented to Mr. Hosking a handsome 8-day clock, suitably inscribed, and a silver teapot to Mr. Hosking's mother, who had resided with him. On behalf of the tennis club, Mr. Skipworth presented to Mr. Hosking a gold-mounted fountain pen. Mr. Hosking suitably responded on behalf of his mother and himself.

On behalf of employes, Mr. Turner, Foreman of the Ironwork Shop, Spencer-street, made a presentation to **Fitter's-Assistant A. Donaldson**, on his retirement from the service on 10th June, and spoke highly of the recipient's sterling qualities, honesty of purpose, and agreeable manner. The presentation, a well-filled wallet of notes, was handed to Mr. Donaldson amidst cheers and cries of "Good Old Archie."

*Honour Roll*

Well Merited Release from Active Service

<i>Name.</i>	<i>First date.</i>	<i>Length of Service.</i>
A. T. Burton, Works Foreman, Spencer Street . . . . .	1882	44 years
A. G. Witt, Signalman, Melbourne Yard . . . . .	1883	43 years
A. D. B. Walker, Clerk, Melbourne Goods . . . . .	1883	43 years
S. Kite, Metallor, Newport . . . . .	1883	43 years
E. Stanley, Ganger, Box Hill . . . . .	1883	43 years
W. D. Harry, Driver, Ballarat East . . . . .	1884	42 years
J. Doull, Boilermaker, Newport . . . . .	1884	42 years
E. W. Tozer, Station Master, East Camberwell . . . . .	1884	42 years
R. Smith, Laborer, Newport . . . . .	1885	41 years
H. M. Burgess, Motorman, Jolimont . . . . .	1885	41 years
H. Gray, Laborer, Newport . . . . .	1885	41 years
J. McCallum, Clerk, Melbourne Yard . . . . .	1885	41 years
T. Wilson, Guard, Ballarat . . . . .	1885	41 years
J. W. Bolger, Ganger, Traralgon . . . . .	1886	40 years
R. Scully, Motorman, Jolimont . . . . .	1886	40 years
P. C. Murray, Fitter, Ballarat North . . . . .	1886	40 years
F. A. Heide, Motorman, Jolimont . . . . .	1887	39 years
W. Symes, Driver, Benalla . . . . .	1887	39 years
J. Doyle, Head Porter, Spencer Street . . . . .	1887	39 years
J. Le Brocq, Signalman, Melbourne Yard . . . . .	1887	39 years
D. Currie, Ganger, Malvern . . . . .	1887	39 years
C. W. Thompson, Guard, Wodonga . . . . .	1888	38 years
J. O'Neill, Relieving Signal Adjuster, Flinders Street . . . . .	1888	38 years
E. R. Wilmot, Plumber, Seymour . . . . .	1888	38 years
J. Manger, Driver, Seymour . . . . .	1888	38 years
R. J. Jones, Driver, Geelong . . . . .	1888	38 years
J. McCulloch, Motorman, Jolimont . . . . .	1888	38 years
S. Bendikson, Checker, Melbourne Goods . . . . .	1888	38 years
J. Power, Car Cleaner, Jolimont . . . . .	1888	38 years
J. Hartup, Ganger, Inverleigh . . . . .	1888	38 years
A. Walton, Car and Wagon Builder, North Melbourne . . . . .	1889	37 years
M. J. Dunne, Signal Adjuster, North Melbourne . . . . .	1889	37 years
A. Donaldson, Fitter's Assistant, Arden Street . . . . .	1889	37 years
R. Wilson, Lampmaker, North Melbourne . . . . .	1889	37 years
F. Gliddon, Leading Porter, Geelong . . . . .	1889	37 years
C. Nightingale, Relieving Station Master . . . . .	1889	37 years
P. O'Loughlin, Watchman, Melbourne Goods . . . . .	1889	37 years
J. Hunt, Pumper, Geelong . . . . .	1889	37 years
P. J. O'Loughlin, Train Examiner, North Melbourne . . . . .	1889	37 years
P. Hogan, Ganger, Rupanyup . . . . .	1889	37 years
T. Leyden, Guard, Geelong . . . . .	1889	37 years
M. Kiely, Ganger, Addington . . . . .	1890	36 years
J. Webb, Ganger, Havelock . . . . .	1890	36 years
J. Fryme, Fencer, Bendigo . . . . .	1890	36 years
Mrs. E. J. O'Keefe, Gatekeeper, Ballarat . . . . .	1890	36 years
W. P. Fielden, Ganger, Boisdale . . . . .	1890	36 years
J. Hellens, Signal Adjuster, North Melbourne . . . . .	1890	36 years
A. E. Saloman, Foreman, Newport . . . . .	1890	36 years
H. Elliott, Laborer, Geelong . . . . .	1890	36 years
G. O. Griffith, Carpenter, Newport . . . . .	1890	36 years
M. Askew, Repairer, Geelong . . . . .	1891	35 years
Miss B. Condon, Gatekeeper, Ringwood . . . . .	1891	35 years
A. A. McDonald, Repairer, Malvern . . . . .	1900	26 years
W. Bullock, Repairer, Oakleigh . . . . .	1901	25 years
J. Flavin, Laborer, Melbourne Goods . . . . .	1902	24 years
F. W. Hibbert, Smith, Newport . . . . .	1907	19 years
F. J. Williams, Engineer, Spencer Street . . . . .	1910	16 years
S. C. Brown, Station Master, Dennis . . . . .	1911	15 years
J. H. Newman, Skilled Laborer, Spencer Street . . . . .	1911	15 years
R. G. Thomas, Clerk, Spencer Street . . . . .	1911	15 years
J. Doherty, Gatekeeper, Coburg . . . . .	1912	14 years

Honor Roll—Continued.

T. Bullen, Laborer, Geelong . . . . .	1912	14 years
W. Egan, Gatekeeper, Glenhuntly . . . . .	1912	14 years
W. J. Hudson, Skilled Laborer, Ararat . . . . .	1912	14 years
J. Healey, Repairer, Ararat . . . . .	1912	14 years
W. Thompson, Repairer, Geelong . . . . .	1912	14 years
J. Whitehead, Skilled Laborer, Spencer Street . . . . .	1912	14 years
Mrs. E. O'Neill, Office Cleaner, Spencer Street . . . . .	1913	13 years
G. H. Moodie, Laborer, Newport . . . . .	1915	11 years
F. Williams, Laborer, Ballarat East . . . . .	1915	11 years
J. Archer, Laborer, Melbourne Goods . . . . .	1917	9 years
D. L. Sharry, Asst. Station Master, Malmsbury . . . . .	1920	6 years
W. J. Brealey, Cable Layer, Flinders Street . . . . .	1920	6 years
J. Bourke, Clerk, Bendigo . . . . .	1920	6 years
W. E. Elliott, Guard, Dandenong . . . . .	1921	5 years

I AM directed by the Committee of the Insurance Institute of Victoria to convey to you the thanks and appreciation of members for the excellent provision made by your Department for their comfort and enjoyment in connection with the special trip to Wonthaggi, on Thursday, April 29.

This is the second occasion that arrangements have been made with your Department for an all-day trip, and it is desired to place on record the unanimous opinion of all those participating in the trip, that nothing was lacking to ensure a pleasant and comfortable journey, and it is felt that a similar trip should become an annual fixture.

My Committee will be glad if you will kindly convey to the officials in charge of the train, including the engine driver, guard, conductor, and dining-room superintendent and attendants, their very hearty appreciation of the capable manner in which they carried out their several duties.—(Signed) **E. E. Vines, Secretary.**

AT Glen Iris Station, Kenneth Wallace Cook, porter at Tooronga, picked up a 10/- note which I lost, and handed it to the Station Mistress. I would like you to know how I appreciate the fact that the lad was so honest, and I wish you to be acquainted of the fact that you have honesty amongst some of your boy porters.—**A. E. Malcolm, "Palermo," Fuller Avenue, Glen Iris, writing to the Commissioners.**

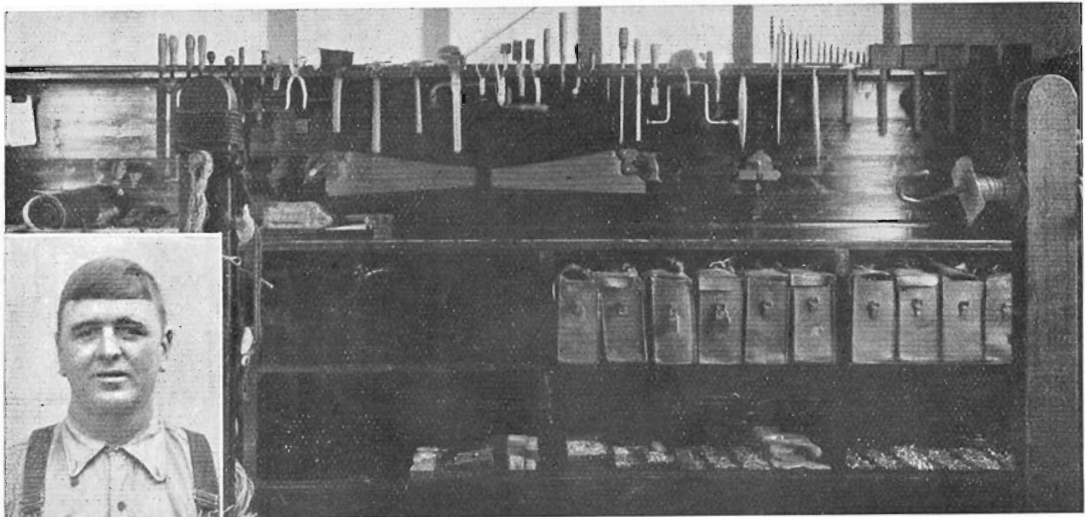
ON behalf of Mrs. Guerin and myself, I desire to bring under your notice the commendable actions of several railwaymen during our journey to Melbourne with our little son, seriously ill. Their actions, in a large measure, contributed to lessening our subsequent burden of sorrow.

If by any means you could record to their credit, our grateful thanks, we should feel that we had in a small way tried to repay them. Their names or descriptions are as under:—

Mr. H. Innes, Ultima, rail motor; Mr. J. Furphy, Ultima, rail motor; Stationmaster, Korong Vale; Stationmaster, Bendigo, the Head Porter, Bendigo, on duty at station for noon train to city; the Conductor on noon train, Bendigo to Melbourne, on May 7, 1926.

—**F. J. Guerin, Box 47, Post Office, Ultima, writing to Chairman of Commissioners.**

I AM requested to convey to you and officers connected with railway matters our high appreciation and best thanks for the comfortable carriages placed for the accommodation of excursionists on the occasion of our last trip to Bairnsdale. We had plenty of room and good seating, clean carriages, and civility from all the staff.—**Secretary, Oddfellows' Lodge, Stratford, writing to Station Master Hutton, Traralgon.**



Twenty years at sea gave Mr. J. S. Langley all the experience necessary to become expert at knotting and splicing, and with leather work. He is now in charge of this work at the Spotswood Storehouse of the Victorian Railways. He is proud of his workshop, and, having arranged it in a workmanlike manner, he intends to keep it so. Mr. Langley worked for 10 years on sailing ships, and has been to every port in the world. When he reached sunny Australia he thought he would like to stay.



Ballarat railwaymen have always been prominent in local sporting circles. In their ranks at present they have the former Australian champion bowls player, and numerous well-known footballers, cricketers, harriers, riflemen, golfers and all-round athletes.

**M**R. T. A. WILLIAMS, officer-in-charge of the Ballarat Telegraph Office, was the Australian single-handed champion bowls player for 1922, and has been secretary of the Ballarat Bowling Association for 30 years. He won the Ballarat championship 10 times, and was a member of the Australian team that played the Englishmen.

His namesake, C. E. Williams, clerk in the District Superintendent's Office, is treasurer and ex-secretary of the Ballarat Harriers' Club, ex-secretary of the Amateur Athletic Association, and a member of the board of directors of the Ballarat Y.M.C.A.

Running shorts and spiked shoes are preferred to "civvies" by Lad Porter A. R. Whittle when he is off duty. He filled second place in the Victorian junior five-mile cross-country championship for 1924-25. Fitter L. B. Curnow, of the Ballarat North Workshops, is another prominent harrier, who has twice won the Ballarat five-mile amateur championship.

#### Some Expert Scullers

Sculling has its devotees amongst the staff, too. The coach of the Ballarat Rowing Club is H. Inglis, fitter at the Loco. Depot; and the treasurer is Fitter G. M. Eaton, of the North Workshops. W. Bath, clerk at the Loco. Depot, is in the club's champion four, and was in the lightweight four which won at Barwon lately.

The coach, H. Inglis, plays football, too, and is the Ballarat team's most consistent half-back; while G. M. Eaton is also acting president of the Victorian Band Association.

J. Inglis, workshops' blacksmith, is another railwayman who paddles an oar for the Rowing Club, besides occupying the positions of assistant coach and vice-captain of the Ballarat Football Club.

The footballers on the staff are, of course, legion. Cleaner H. Furlong, of Ballarat East, has been the Golden Point team's champion half-back for several years, and has resisted quite a number of tempting offers from Melbourne League teams. He is a coursing enthusiast, too, and has won many trophies.

Other leather-chasers from the Ballarat East loco. include Cleaner J. McCormack, South Ballarat's crack forward, who kicked the highest number of goals last year; Fitter H. Tosh, of the Golden Point team, who is also a member of the Ballarat Fire Brigade, and

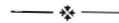
one of the team that scooped the pool in Western Australia; H. Thompson, who plays for the South Ballarat team; J. Shannon, secretary of the same team; and R. G. Baldwin, clerk, who is manager and assistant secretary of the South Ballarat Club, and secretary of the St. Alipius Tennis Club, and a capable debater as well.

Of the Workshops men, Fitters M. Stephens and W. Barker and Boilermaker R. H. Thompson play for South Ballarat, Fitter L. G. Bailey for Ballarat, and Boilermakers W. A. Case and W. Hughes for the Imperials. Fitter Bailey is also a cycling enthusiast.

Leading Cleaner A. Scarlett wields a bat for the Barkly Street Rovers, and has headed the batting averages for the last two years; and Boilermaker J. Outen captains the Imperial Cricket Club.

F. Darcy, clerk in the District Superintendent's Office, was runner-up in the Ballarat "A" Grade tennis championships; and W. O'Brien, of the District Engineer's staff, is a crack shot with the rifle. J. P. McCarthy, who is a brick arch moulder at North Ballarat, is the city's ex-champion golfer; while Goods Checker R. Dodds is a judge at all country shows, and was formerly one of the adjudicators at the Melbourne Royal Agricultural Show.

And, finally, to conclude on an appropriate high note, Goods Checker E. Hocking, of Ballarat, was awarded the Australian tenor solo championship at South Street recently, and as a vocalist has secured numerous first prizes at Bendigo, Maryborough, and Geelong.



The Editor.—Some time ago you drew attention in a recent issue of the "Magazine" to the sporting element in the ranks of Maryborough's railwaymen; Warrnambool also emphasised its importance in this respect.

We in the heart of the Mallee, at a small place called Ouyen, have a cricket team, now in its second year. Our first year's results gained us the premiership. Can any railway team beat our last year's record? We raised £35 among the railwaymen, and £42 this year; £40 came from the railwaymen here.

During last football season 9 men were picked to play in the Ouyen football team, and 8 in the junior team.

We have several good runners and first-class tennis players.

In Country Cricket Week we had five members of the railways team playing in Melbourne with Ouyen team, and they won the batting and bowling average.—MALLEE.



## Commerce Secretary Pays Tribute to V.R. Service

MR. W. COULTHARD, F.A.I.S., who is secretary of the Ballarat Chamber of Commerce and Manufactures, secretary of the Ballarat Progress Association, and secretary of the Country Railway Users' League of Victoria, pays the following tribute to the Ballarat railway staff:—



"Here is my testimony to what ever - increasing numbers of citizens are saying about our railway staff—that the officials, from the district superintendent, the station master, and other 'heads,' to the office, platform, and other staffs, know their work—do it—and do it well.

"The jobs of railwaymen who come in contact with the public are not easy, but civility, courtesy, and attention to the requirements and requests of the people are characteristic of them—the inspiration of the Chief

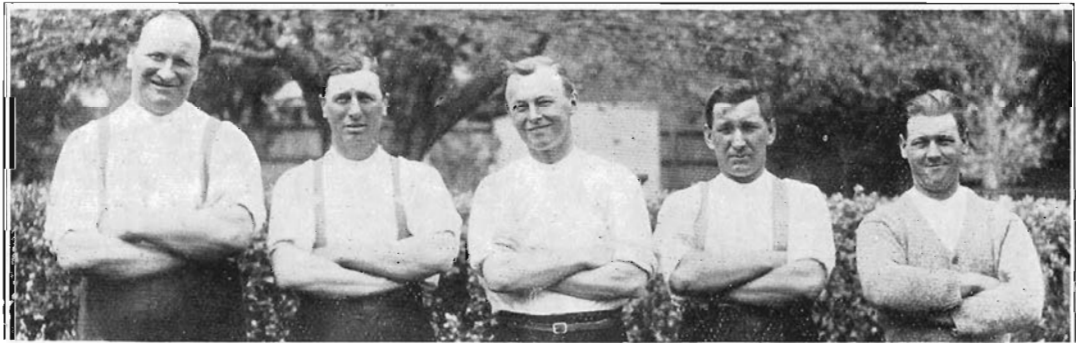
Commissioner is over them all.

"There is much in the regulations of the Department that is not plainly apparent to the public, and, personally, I would like to see some of those regulations amended, or, better still, abolished.

"Frequently, however, that which is apparently inexplicable to the lay mind can be satisfactorily explained by the Departmental expert, and in this respect the District Superintendent, Mr. T. H. Maddern, by meeting and conferring with business men and local bodies, is bringing about a better understanding between railway users and the Department.

"In this work Mr. Maddern has the able backing of the Station Master (Mr. A. Johnston) and his clerks (Messrs. Nolan and Overall), as well as that of the various staffs, and they have issued an open, standing invitation to the public to confer with them freely on any matter that will remove dissatisfaction, promote harmony, or tend to greater efficiency in the Service, the result being a more confidential feeling on the part of the public towards the Department—a feeling that, thanks to these officials, will continue to increase.

"Here's good luck to them—may they keep on keeping on."



*Here are two stalwart tug-o-war teams, composed of railwaymen in the Stawell District. Each has a number of wins to its credit, and either would welcome an opportunity to meet teams from other parts of the State.*





"Angus Mac" was so impressed with Ballarat's fine statuary that he couldn't resist the temptation of sketching these three railway officers, who attended the opening of the new Institute rooms, as you see them here—Commissioner Mr. Shannon; Mr. C. Mears, president of the local committee and chairman at the opening ceremony, and Mr. J. S. Rees, president of the Victorian Railways Institute.

## Railways Institute Rifle Club

THE V.R.I. Rifle Club occupied a winning position in the final event of the McKay series of teams matches, in which the prize is an annual pennant presented by No. 21 (Williamstown) Rifle Clubs Union.

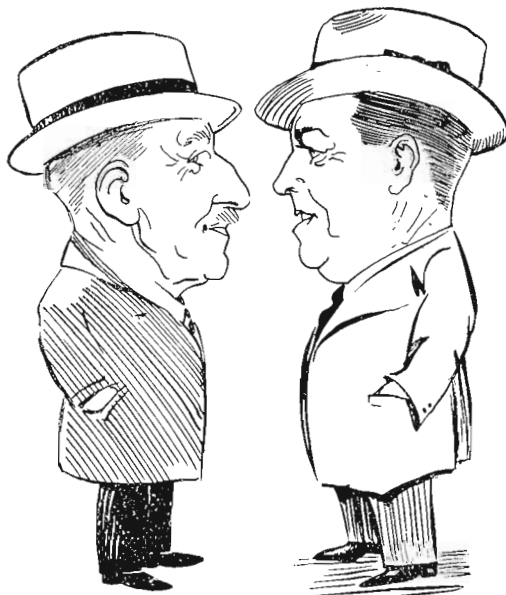


The match was fired at 800 and 900 yards. The V.R.I. Club shot below their form at the second range, while the Melbourne Cricket Club team compiled phenomenal scores, and won the pennant.

In a match fired on May 15, between teams headed by the Captain (G. Waugh) and Vice-Captain (S. A. Long), the latter won. The match was fired over 300, 500, and 600 yards. J. W. Bell and W. Maconochie each compiled 103 out of the possible 105 points. Bell, who was a member of the 1919 A.I.F. team competing at Bisley, in the annual

matches of the National Rifle Association of Great Britain, distinguished himself by winning two matches—the Queen Alexandra and Wimbledon Cup.

Secretary Jim Buttle is receiving numerous inquiries from prospective members. A memo, addressed to him at Room 84, Railway Offices, will receive prompt attention.



Mr. H. Glass (left), past president of the Ballarat Committee, and Mr. G. W. Stewart, hon. secretary, agree that everything went off admirably at the opening of the building.

## Conditions for the "Arthur E. Hyland" Prize

THE following are the conditions governing the examinations which will be held at the end of the fourth class sessions, 1926, 1927, and 1928, for the allocation of the "Arthur E. Hyland" Prize:—

1. The prizeman must be an employe of the Victorian Railways Department at the date of the examination for the prize, and be deemed by the Council a fit and proper person to receive such prize.

2. The prize will be awarded to the candidate who, subject to conditions 4 and 5, secures the highest number of marks at oral or written examinations held by the Council in the subject or subjects prescribed.

3. The prize shall be given in connection with a specific course of study in a subject or series of subjects to be selected each year by the Council.

4. In the event of the prize being allotted for competition within the Institute Educational Field, it shall not be awarded to any candidate who has not effectively attended the class or classes at the Institute for at least three terms in the subject or subjects of the examination for such prize. Effective attendance will be secured by attending at least

45 per cent. of the class meetings that are held during the calendar year in the subjects prescribed.

5. The prize shall not be awarded to any candidate who received less than 70 per cent. of the total marks obtainable in the subject or subjects at the examination for such prize.

6. The winner of the prize shall always be at liberty to accept either a cheque for £5/5/-, or alternately value to that amount in any other form.

7. In the event of the prize not being awarded owing to non-compliance with conditions set out for the government of the examinations, the Council will allot the prize in whatever manner it deems best under the circumstances.

8. The competitions for the prize for the years 1926, 1927, and 1928, in general accordance with the foregoing conditions will be as follows:—

The prize shall be awarded to the student who obtains the highest marks in the following:—

1926—English Course, Grade 2.

1927—Bookkeeping.

1928—The aggregate number of marks in Short-hand (Speed) and Typewriting.

## Victorian Railways Institute Wireless Club

A MEETING of members interested in the formation of a Wireless Club was held at the Victorian Railways Institute on Tuesday, 15th ult., when it was decided that a club should be formed under the auspices of the Institute, to be affiliated with the Wireless Association of Victoria. Mr. Jas. Conlan presided.

Among those present were Mr. C. R. Whitelaw, a railwayman of Benalla, and a prominent experimenter, who lately received messages from Captain Wilkins, the arctic explorer, and Mr. Byrne, another prominent experimenter.

A provisional committee was appointed, consisting of Messrs. T. W. Robinson, V. Peterson, H. O. Archer, T. Ramsay, W. Bunker, — Byrne, G. Bryan,

V. O'Neill, W. Fraser, with Mr. Pym Goode as Hon. Secretary pro tem., to draw up necessary rules and regulations.

Donations were promised at the meeting to assist the club in providing a receiving set, and it is anticipated that, when affairs are in full swing, it will comprise between 200 and 300 members.

The subscription to the club was fixed at 7s. 6d. per annum for senior members, and 5s. per annum for junior or country members. The chairman himself donated two guineas.

It was also decided that at the first general meeting of members, to be held on a date to be fixed, a lecture would be given by Mr. Byrne on "The Fundamentals of Radio."

### MARYBOROUGH V.R.I. ORCHESTRA.

In order to provide music for the fortnightly socials, organised by the local centre of the Victorian Railway Institute, an orchestra was formed some time back. It has now blossomed out into the most up-to-date "jazz" orchestra in the district. Their services are in great demand, at charitable, institute, and other functions. The following railroad men are prominent members:—F. Oppy (piano), T. Saxton (banjo), Secretary W. Roper (saxophone and clarinet), and F. Beaumont (violin).

**BENDIGO.**—At a recent committee meeting held here, it was resolved to write to the General Secretary, and renew the application for a typewriter, to become institute property, but for Secretary's use also, and to inform him that the former Secretary, Mr. Hyatt, having purchased a machine of his own during his term of office, is disposed to let the Institute have it for a reasonable figure, say £11 or £12. It was also decided that a billiard tournament be started at this Centre; entrance fee to be one shilling; conditions similar to previous tournaments, and that Mr. E. Hyatt and Mr. T. Carroll be appointed joint-handicappers.

"AT a meeting of the United Friendly Societies' Association I was instructed to tender you their very best thanks for the fine treatment and courtesy shown by yourself and staff on the occasion of the Association's excursion to Euroa. They appreciated very much the splendid carriages provided."—Mr. Jas. Ellis, secretary, writing to Station Master J. F. Regan, at Benalla.

### GIFTS OF BOOKS TO THE INSTITUTE LIBRARY.

—Mr. A. J. Ely, formerly travelling Audit Inspector, now in retirement on a pension, has presented a number of valuable books to the Library. The Trustees of the estate of the late Mr. J. W. Hardy, Chief Architect in the Railways for many years, have also presented 130 most useful and valuable books, numbers of which are highly priced technical works. The Council of the Institute desires to extend to these donors its best thanks for their generosity and kind thoughtfulness.

**EDUCATIONAL CLASSES.**—Intending students are advised that the third term in connection with the Educational Classes at the Victorian Railways Institute will commence on 5th July. At the close of the Educational Classes each year examinations are held in all subjects for those who have attended not less than three terms and at least 45 per cent. of the class meetings held for the year.

### LECTURES.

The series of Lectures commenced on June 3rd in the Institute Concert Hall will be continued each Thursday evening during July and August. The following subjects have already been chosen:—

- July 1—"The First Decade of Federation." (Illustrated.) Mr. S. Mauger, J.P.  
July 8—"Australian Forests and Bush"—  
(a) Facts on Forestry.  
(b) Forestry in Australia.  
(c) From Bush to Bungalow.  
(Illustrated by Cinema Films.)  
July 22.—Mr. C. R. Long, M.A.: "Adam Lindsay Gordon and His Poetry." (Illustrated.)  
July 29.—Mr. Tom Tregellas: "The Truth About the Lyre Bird." (Illustrated.)



*Train running and administrative duties in the District Superintendent's Office keep these Ballarat railwaymen busy.*

## Popular Stationmasters Honored

Mr. E. Lancaster, who has been Stationmaster at Sunbury for the last two years, was, with Mrs. Lancaster and family, publicly farewelled at the Sunbury Picture Theatre recently.

Mrs. J. Magree and Mr. Alf. Gubby received subscriptions from residents of the district, and, at their request, Mr. Fred Watts, in a well chosen speech, handed Mr. Lancaster a wallet of notes in recognition of his courtesy during his stay in Sunbury.

Mr. A. F. Boardman, on behalf of the Sunbury Tennis Club, of which the Lancasters had been members, also spoke in eulogistic terms of Mr. Lancaster as a sport and in his official capacity.

Mr. Lancaster, on behalf of his family and himself, thanked the residents for their gift, and said they would always have most pleasant memories of Sunbury and Sunbury people.

Mr. Watts welcomed Mr. Finley Forbes, who was present. Mr. Forbes said he did not hope to gain the esteem and goodwill amongst them that Mr. Lancaster apparently had, but he would do his best. (Applause.)

The Hamilton railway staff and representative townsmen, together with the ex-Attorney-General, Mr. Slater, gathered together recently to farewell Mr. R. Fisher, S.M., who has retired from the Railways after 40 years' service.

A nicely arranged sit-down spread was set out, and more than 50 persons were present. Toasts were proposed, and responded to by the various representatives of the different branches. Mr. Slater responded on behalf of the State Parliament, and enlightened us on various subjects then before the House. Townsmen who came direct in contact with the guest spoke feelingly of their high regard for Mr. Fisher.

The presentations, consisting of a handsome mahogany ink stand, a gent's dressing case, an illuminated gold wristlet watch, a set of Barling pipes, and wallet of notes, were presented to him by the Senior Clerk, Mr. J. Ford, who spoke glowingly of the guest's good qualities.

Mr. Fisher feelingly responded.

We regret to record the death, which took place some weeks back, of Mr. J. W. Hardy, formerly Chief Architect in the Railways, who retired on pension, nine years ago.

A popular and able officer, he was highly esteemed throughout the Railway Service; many will greatly regret his passing, and join in extending sincere sympathy to those who mourn his loss.

**"ANGUS MAC"** (Mr. A. McDonald, of the Advertising Division, Victorian Railways) has an apology to make to the Ballarat railwaymen. He visited Ballarat to obtain a series of sketches for this issue, but a rather important event intervened, which precluded his completing them in time.

The event in question was none other than his marriage, Miss M. Dean having called him to the altar to meekly say, "I will."

Mr. McDonald is an indefatigable worker for the "Magazine," and no request made to him by the Editor or the staff at any time is ever refused if it can possibly be fulfilled. He is a tower of strength to the "Magazine," as he has succeeded with his facile pencil in introducing the "personal touch" into these pages.

Everybody wishes Mr. and Mrs. "Angus Mac" the greatest happiness and prosperity.

*The telegraph staff at Ballarat. Front row: Messrs. Rex Williams, T. A. Williams and S. A. Westerman. Back row: Messrs. J. V. Dalrymple, E. J. Harris, A. E. Treadwell and N. J. Bear.*



## Mr. A. Aspinall Farewelled



**Mr. A. Aspinall**, Foreman Car Builder (Repairs) at Newport, has retired from the Railways after 36 years' service. He served his apprenticeship with the Great Northern Railway Company, at Doncaster, Yorkshire, and left England under engagement to the Queensland Carriage Company, and while with that firm he was engaged erecting and shipping cars from Brisbane to the northern ports of Bunderberg, Maryborough, Townsville and Mackay.

Mr. Aspinall has for many years past been actively associated in a supervising capacity with car construction and repair work at Newport, for he served in the following positions:—Leading Hand Car Builder, Sub-Foreman Car Construction, Foreman Saw Mill, and of late years he has filled the position of Foreman over car repair work.

Mr. Williams, Chief Foreman at Newport, presented him, on behalf of the Newport staff, with a wristlet watch for his wife and a pair of field glasses for himself. He paid a very fine tribute to Mr. Aspinall, both as an officer and as a man, and his remarks were supported by Messrs. Jaques and Forbes (Foremen) and Mr. J. J. Turner, Principal Time-keeper.

Mr. and Mrs. Aspinall will sail immediately for a trip to Great Britain and the Continent.

## THE BURNING QUESTION.

**S**PEAKING at the official luncheon in connection with the interstate railway officers' cricket match. Mr. J. S. Rees, manager of the Victorian team, confessed that he held definite instructions to "bring home the bacon."

Mr. Doran, who had spent most of the previous night in conference with his officers, rearranging the tram service, which had been disorganised by McIlrath's fire, interjected: "You can't; it was all burnt last night!"

"In that case," said Mr. Rees, "we will take home the ashes."—"The Staff."

A pleasing function took place recently at the North Melbourne Loco. Depot, when a presentation was made to **Mr. O. Hughes**, who has occupied the position of Senior Clerk for many years past, and been connected with the Depot for the last 22 years.

Having attained the age of 60 years, Mr. Hughes was leaving for a 12 months' tour of his native land (Bonnie Scotland) and the Continent, and he was presented with a serviceable travelling trunk, rug, and case, by the staff, as a tribute of their appreciation of his service.

Mr. Cornish, Chief Foreman, in making the presentation, referred to the able manner in which Mr. Hughes had carried out his duties, during which time he had not made a single enemy at the Depot; it was a record of which he might well feel proud.

Mr. Hughes suitably responded, and thanked them for their good wishes and presents.

Mr. Hughes is an enthusiastic bowler, and we wish him a successful trip, and many pleasant games while abroad.



## Retirement of Mr. William Phelan

**O**N Monday, 24th May, Mr. W. Phelan finished his long career as a railwayman, and as the men's representative on the Board of Discipline. At the opening of the board's sitting on that day, opportunity was taken to say farewell to the veteran.

There were present on the Board Messrs. Sutton (chairman), Mr. Phelan, and Mr. Kerly (Commissioners' representative), Messrs. Chomley and Foster (legal practitioners before the Board), Brennan (Chief Accountant and ex-member of the Board, Baird (prosecuting officer), and Sear (Secretary Vic. Branch A.R.U.); while apologies were received from Messrs. Ballard and Smith (ex-Board members), Carolan (ex-prosecuting officer), Corr (solicitor), W. Slater (solicitor), Drakeford (secretary loco. enginemen).

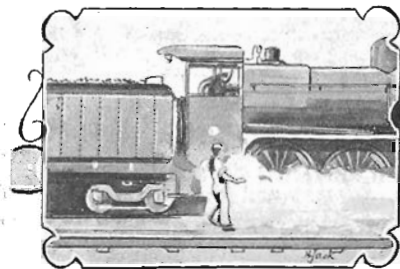
Mr. Chomley, who with Mr. Corr had practised the longest before the Board, expressed his deep regard for Mr. Phelan, who had for 21 years served the men uniquely in a most difficult position, and had, notwithstanding his judicial position, nevertheless held the confidence of the men. His tact, his wide human sympathy, his knowledge, his experience, and, above all, his honesty of purpose and sincerity, had raised his office to a high plane of dignity when it might easily have degenerated into a mere second advocate. As a practitioner, he had found that Mr. Phelan had on many occasions used his great knowledge of railway work in the men's favour and by his forceful advocacy had succeeded in saving or mitigating the penalty. Mr. Phelan had created the position of men's representative, had raised it to the highest standard, and made the task of his successor a heavy one. Mr. Phelan's great experience would be lost to the men, and this in itself was a serious matter for them.

Mr. Foster supplemented these remarks by reference to his career as a railwayman and a comrade. Mr. Brennan eulogistically referred to his work on the old Board as a colleague thereon. Mr. Sear spoke highly of him as a railway unionist; and lastly, but not leastly, as a friend and adviser in all union matters. Mr. Baird, from the point of view of prosecuting officer, added words of praise.

The chairman and Mr. Kerly having also spoken, and wished him long life, health and happiness in his retirement, Mr. Phelan feelingly responded. He spoke with pride of his long association with the railwaymen, and as their representative on the Board he had tried always to do the best he could for the men. His work was done, he pointed out, in the secret discussions of the Board, and no one knew what he there did. His heart was big, and many a man he had saved by an appeal to his colleagues for mercy, and most of these men had justified his plea.

**O**UR first train since the fire came to Noojee to-day, and I cannot refrain from thanking you for the wonderful work. It seemed impossible to complete the work in such a short time, and all the people of Noojee are overjoyed at the service being restored. The amount of energy you threw into the job seemed to inspire your men to do their very best, and they did it. — **S. W. Smith, The Noojee Hotel, writing to Chairman of Commissioners.**

**I** ARRIVED down safely, and my furniture also arrived in splendid condition. I cannot thank you enough for the manner in which you packed them, considering it was only a truck they were in, and the distance they travelled from Marong to Beaufort.—**James Flannery, Lake Goldsmith, via Beaufort, writing to Mr. Kearney, S.M., Marong.**



# SAFETY FIRST

NOTES FOR JULY

Before Opening Blow-off Cock see that  
No-one is in a Position to be Scalded

## ACCIDENTS HAVE MANY GUISES.

**A**CCIDENTS occur in almost every conceivable way.

A rather uncommon mishap befell a shunter in April last.

After disconnecting a truck from the engine he was passing under the buffers when his foot was caught in the cowcatcher, spraining his ankle.

Try to recognise the many guises of accident.

## PACK TOOLS CAREFULLY BEFORE YOU START.

**A** STEEL track gauge slipping from the tool tray of a quadricycle struck a sleeper, and rebounded against an employe on the machine, inflicting injuries to his leg and thigh. You cannot be too careful in loading tools. They can cause derailment by falling.

## MAKESHIFTS ARE DANGEROUS.

**T**O fix a light an employe stood on a chair. The chair slipped from under him, and he fell, injuring his side.

A "safety" man would have used the step-ladder, which was available.

## TRY YOUR WEIGHT FIRST.

**A**N employe was engaged on repairs to a roof, and while standing on a piece of timber it broke, causing him to fall across a rafter, bruising his chest.

It is wise to first make sure the support will hold your weight.

## MIND YOUR FINGERS.

**E**VERYONE will agree that to close the door of a cash safe can easily and safely be done.

Yet a member of the staff at one of our stations jammed his finger when doing so.

Keep your mind on your work, and your fingers on your hands.

## IRON TRUCK FLOORS ARE SLIPPERY.

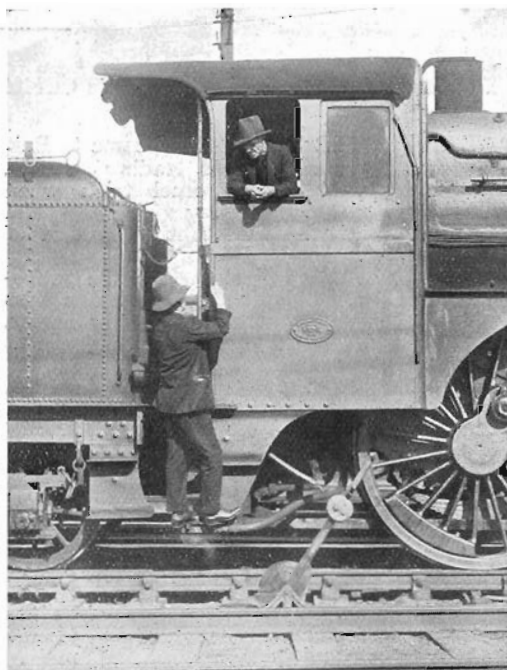
**W**HEN unloading from an iron truck greater care is needed owing to the slippery nature of the iron floor.

An employe engaged loading sleepers into a vehicle of this type slipped and fell with the sleeper, causing him injury.

## ELECTRICAL WORKERS! READ THIS.

**A** HIGH-TENSION lineman was replacing a set of eggs in contact cross-span of a structure, and when the job was almost completed he accidentally bridged the "live" and "earthed" portions of span wire with his hands.

He sustained a severe shock, and was thrown from the ladder on which he was working, striking his leg against the concrete foundation of the mast, and fracturing his thigh.



## SHUNTERS! WATCH THOSE BALL POINTS.

*When riding on steps of engines passing through trailing points operated by Ford's reversible levers, be on the alert for the swing of the lever handle.*

## A NEW SLOGAN.

**P**ASS PEDESTRIANS PRUDENTLY, is a good slogan for the man at the Departmental Motor Garage.

Interesting Railway People

## Tom Griffin Has Spent Eight Years in a Lift



**A**LTHOUGH it is eight years ago now since kindly old Tom Griffin first pressed the electric button in the Institute lift, he looks quite capable of opening and shutting the lift doors for another 28 years.

Serving the Children's Welfare Department and the Audit Branch of the Railways, as well as the Institute library, reading room, classes, and billiard rooms, the lift is very seldom at rest, but Tom, with cheerful patience, rivals the Geelong Flier in the matter of avoiding delays.

He always has a smile and a reassuring joke for the round-eyed children who cling timidly to mother as the lift sails upwards, and, like most liftmen, he is called upon about six or seven hundred times a day to agree gravely that the weather is very cold or very hot, or that the country wants rain or the city a fine week-end.

If Tom hadn't been hurt when he was a repairer in 1911 he would never have come to the Institute, and might quite possibly have been a Road Foreman by now. He started in 1888, as a repairer, and worked on the Heidelberg-Clifton Hill section for 14 years. His first boss was Ganger Jack McGinnis, and he remembers when Instructor L. McDonald,

of the Institute, was a ganger at Spencer Street. Those were the days when 60lb. and 66lb. rails were in use on suburban lines.

Tom can claim a pretty intimate knowledge of the lay-out of the world's busiest station buildings, as, before taking over the job of liftman, he patrolled the long corridors and innumerable offices with a night watchman's lamp for seven years.

## Head Porter Taffe Has Worked Under Ten Different Dist. Supts.

**H**HEAD PORTER M. J. TAFFE came to Ballarat 28 years ago as leading shunter, but Fate played him a cruel trick when he failed to pass the railway vision test, and was consequently reduced to the position of parcels porter.

He has been Head Porter since the retirement of A. Reynolds in 1916, and has thus acted as shunter, goods guard, parcels porter, and head porter during his lengthy sojourn at Ballarat.

He started as a porter at Colac in 1888, and was appointed shunter at Castlemaine on April 1, 1890.

"Note the date, please," he remarks with a laugh.

He was located at Woodend for seven years, and has worked under no less than 10 different district superintendents at Ballarat, the first one being Mr. F. Pearce.

Three sons of his are well on in the Service—J.F. is Station Master at Marnoo, P.W. Assistant Station Master at Windermere, and M.J., jun., Assistant at Parwan.

In his leisure hours Mr. Taffe handles a watering can and rake, and has won several prizes, including the Ballarat championship, with his exhibits.

## This Railwayman Opened Allansford Station

**F**ORTY-ONE years have elapsed since Station Master A. Johnston, of Ballarat, drew railway pay for the first time. He started as a porter in 1885, and worked as shunter, block recorder, and signalman.

He was the railwayman who first put Allansford on the map, as he had the distinction of opening that station on February 3, 1890, and since then he has been in charge of Tinamba, Bealiba, Buangor, Talbot, Nathalia, Malmsbury, Birregurra, Kerang, Kyneton, Footscray, Murtoa, Warrnambool, Ararat, and now Ballarat.

He was at Allansford when the Hopkins River overflowed, and washed a big opening in the railway embankment. Trains had to work to each side of the overflow and then transfer passengers.

During his seven years' stay at that station, Mr. Johnston planted the grounds with trees and shrubs, and had the satisfaction of securing second prize for the best-kept garden. He carries his zeal for gardening wherever he goes, gaining second prize one year and first prize the next while stationed at Tinamba, and third prize at Malmsbury.

He has worn the Station Master's cap at Ballarat for the last three months.



## Presentation to Mr. J. S. Rees

**M**EMBERS of the Victorian Railways Administrative Officers' Cricket Association last month presented to Mr. J. S. Rees, the manager of the team, a handsome framed autographed photograph of the team which recently was successful against the New South Wales team in Sydney. Mr. Landerson, captain of the team, presented the photograph, and in doing so referred to the zeal which Mr. Rees had displayed in the conduct of the recent tour, and of the encouragement which Mr. Rees had at all times given to sport among railwaymen. The remarks were supported by Mr. E. Cameron.

Mr. Rees, who is also the president of the Victorian Railways Institute, has been connected with various sporting activities for many years. He is a keen advocate of sport in its proper place, and during his presidency of the Institute the gymnasium has won every interstate boxing and wrestling contest, and has won outright three trophies which had to be won three times.

In his youth he played many parts in various sporting activities, including boxing, wrestling, cricket, and football, and in the latter branch he won the "Sportsman's" plebiscite as the best junior back player in Melbourne. He was a member of St. Kilda's first senior team, but a serious accident to his shoulder kept him out of active participation later.

Mr. Rees is a playing member of the Essendon Cricket Club, and is also vice-president.

**I** HAVE been directed to express to you my council's appreciation of the courtesy extended to the Centre Ward councillors and the engineer of this municipality by the local Stationmaster (Mr. A. McCullough), while negotiations were being made in connection with the site recently granted to my council by the Department for the storage of metal and other road-making material.

I might mention that this is not the first occasion on which my council has received the same unflinching courtesy from Mr. McCullough, who, while watching the interests of the Department and adhering strictly to regulations, displays more than average tact in dealing with the general public.—**W. B. Thomas, Town Clerk, Carrum, writing to Chairman of Commissioners.**



*Burrough's Calculator operators engaged at Spotswood Storehouse, who extend, check, and summarise for posting the values of 60,000 requisitions for material per month, each requisition averaging four items of stock. Top row (left to right)—Misses Joseph, Cotton, Duncan, Jones; bottom row—Misses Arthur, Redman and Tickle.*



*A fine musical programme was provided at the opening of the Ballarat Institute. This young lady obliged with an overture.*

**T**HE following is an extract from a letter received by District Superintendent, Maryborough, from **Mr. O. Dettmann, Director of the Woomelang Hardware and Timber Co.**, dated 7/6/26:—"We beg to inform you that a truck of potatoes loaded at Bungaree on May 27 came to hand on the 29th; the truck was unloaded the same day. We desire to tell you that we appreciate the promptness of delivery of the potatoes in good order and the short time. This is the way to "help us to help you."

**T**HE results of the Victorian Railways Football Association matches up to June 9 for the Commissioners' Cup, and a sum of money from the V.R.F. Association, to the premier team for 1926 are that some very fine football has been seen in the competition, and some very fine umpiring, too, especially from Umpires Nugent and Ashley, both being in the service of the Victorian Railways. The other five umpires have also given some very fine games. The association is arranging some kind of entertainment to obtain money to be devoted towards the team winning the 1926 premiership.

Team.	Played.	Bye.	Won.	Lost.	Premiership Points.
Jolimont Yard . . . . .	5	1	6	0	24
Melbourne Yard . . . . .	5	1	5	1	20
Heidelberg . . . . .	6	0	4	2	16
Box Hill . . . . .	5	1	4	2	16
Sandringham . . . . .	6	0	3	3	12
Flinders Street . . . . .	5	1	3	3	12
St. Kilda . . . . .	5	1	2	4	8
Williamstown . . . . .	5	1	1	5	4
Essendon . . . . .	6	0	1	5	4

W. E. DARVALL, Asst. Sec., V.R.F. Association.





One of the Signals and Telegraph gangs under Lineman-in-charge W. Plunket, engaged on selector work running from Melbourne to Albany. The photograph was taken by Mr. W. Curtis, on the extreme right.



Another Signals and Telegraph gang under Lineman-in-charge G. Grievess, working between Melbourne and Albany.



## Maryborough District Transfers

**Transportation.**—Mr. J. H. Howard, S.M., Emu to Moriac; Mr. L. A. Hegarty, Castlemaine to Woodend; Leading Shunter G. Franklin, Hamilton to Castlemaine; Operating Porter A. H. Johnson, Carapooee to Chillingollah; Guard J. P. O'Meara, Ouyen to Melbourne Yard; Mr. H. W. Tee, Telegraphist, Spencer-street to Maryborough; Mr. E. Anderson, Block and Signal Inspector, Maryborough to Flinders-street; Mr. H. C. Saunders, Block and Signal Inspector, Flinders-street to Maryborough; Shunter T. G. Wardley, Melbourne Yard to Castlemaine; Yard Porter D. W. Lowe, Wallan to Ouyen; Operating Porter A. Eldridge, Lubeck to Avoca; Mr. C. E. Stewart, S.M., Dennis to Night S.M., Woodend; Mr. W. Crouch, Night S.M., Woodend, to Murtoa; Mr. A. H. Potter, Clerk, Bacchus Marsh to Woodend; Mr. L. W. Marshall, Junior Clerk, Colac to Merbein; Mr. G. A. Fitzh, S.M., Brim to Speed; Guard W. J. McRae, Darling to Ouyen; E. A. Watson, A.S.M., Gheringhap to Tempy, as S.M.; Mr. W. E. Martin, S.M., Moriac to Gisborne; Porter C. E. Wisken, Mordialloc to Carapooee as Operating Porter; Operating Porter J. H. Douglas, Mangalore to Murrayville; Mr. J. Lory, Clerk, Woodend to Wodonga; Mr. W. Braddy, S.M., Speed to Lal Lal; Mr. S. J. B. Riley, S.M., Guildford to Newlyn; Mr. J. G. Morris, Telegraphist, Maryborough to Train and Telegraph Office; Operating Porter W. P. Killeen, Irymple, to Relieving Staff, c/o District Superintendent, Maryborough; Operating Porter A. L. London, Carwarp to Irymple; Mr. J. C. Judd, Acting Clerk, Merbein to Echuca; Relieving Operating Porter C. W. Mather, c/o D.S., Maryborough, to Leongatha; Guard G. King, Lancefield to Melbourne Yards; Lad Porter G. H. Skene, Maryborough to Dunolly; Mr. A. L. Leroy, A.S.M., Bet Bet to Tabilk; Mr. L. P. Conroy, A.S.M., Hattah to Bet Bet; Mr. F. D. Stenton, S.M., Nysia to Guildford; Mr. J. J. Doherty, Fern Hill to Nullawil; Mr. F. Smith, S.M., Wal Wal to Fern Hill; Operating Porter R. Martin, Goldsbrough to Echuca; Mr. F. G. Riley, Acting Clerk, Redcliffs to Melbourne Goods.

Mr. P. Malloch, manager of the Irymple Packing Co. advises that for years the annual losses on account of damage en route amounted to from 40 to 70 cases, but during the last two seasons they had not lost a single case.

Owing to great pressure of space this month we have had to hold over the monthly Transportation and Way and Works Notes.

Mr. Philip Murray, who retired from the Railways Department the other day, after thirty-eight years' service, was farewelled by his fellow workers at the Railway Workshops, and presented with several handsome tokens of esteem.

Mr. Murray was at one time a noted elocutionist and Shakespearean reciter, and possesses a certificate to the effect that he and the late Mr. T. Little won a Shakspearean contest under the old Ballarat Mutual Improvement Society two or three years before South Street was born. Mr. Murray often appeared on the amateur stage in Shakespearean plays, and has quite an extensive library.

Always keenly interested in first-aid and ambulance work, Mr. Murray was individual champion of the State in 1900, and has risen to the position of superintendent of the shops ambulance corps. He also holds two certificates for metallurgical chemistry. He worked right up to knock-off time, being engaged on a big A2 engine in the shops for repairs. It was hinted that there would be found under the cow-catcher an inscription, "Phil. Murray's last engine."

Messrs. H. W. Clapp (Chairman) and W. M. Shannon, Railways Commissioners, visited Gisborne recently on a tour of inspection.

They were met at the railway station by the President of the Shire, Cr. D. G. O'Donnell, who complimented them on the very fine and efficient train and general railway service afforded to Gisborne. He said the public generally regretted the removal of the Stationmaster, Mr. King, and the Assistant Stationmaster, Mr. O'Meara, whose uniform courtesy and attention to all who came in touch with them on railway business, made them greatly respected and appreciated.

Mr. Clapp, in reply, said the Commissioners were glad to hear such good accounts from the Shire President. The new Stationmaster, Mr. Martin, was coming from Mt. Moriac, and he was a very fine officer, who had taken prizes for the manner in which he had kept his station. He would certainly keep Gisborne station in a manner that would reflect credit upon himself and the town, too. He had, while at Mt. Moriac, been the means of having the whole town and even the State School cleaned up, and he would not be found remiss here. He was a strict officer, and the President could tell his Council that in losing one excellent officer, they had gained another.



**UNCLE BEN** this month wishes to say to his large family of nephews and nieces that he becomes more and more interested in the nice, sensible, chatty little letters which he receives from them.

He hopes as the months go by to receive still more, for he would like to welcome new nephews and nieces into his family, because he loves children, remembering, as he does, that he himself once belonged to a young family circle of nephews and nieces.

Uncle Ben is proud of the intelligent and correct way in which his whole family answered the missing words puzzle printed in the last "Magazine." The correct answer is as follows:—

It is never too late to mend.  
Honor your father and mother.  
Absence makes the heart grow fonder.  
'Tis distance lends enchantment to the view.  
Like angels' visits few and far between.  
Honesty is the best policy.

Nephews and nieces who sent in correct answers are:—Linda Cook, Kerang; Marjorie Chalmers, Violet-town; Lionel and Grace Cowley, Balmoral; Ormond Spink, Ascot Vale; Betty Straughair, Mortlake; Alice Stewart, Korong Vale; Valmai Todd and Lennie Todd, Ararat; Ethel Rae, Goornong; Jack Lewis, Bowman.

Uncle Ben is very pleased with the drawings of the engine and train, which he has received in response to the lessons set for competition in the May "Magazine." Although the whole of the drawings are good, he thinks they should be placed in the following order of preference, viz.:—Ronald Hoyling, aged 8 years, 159 Sydney-road, Brunswick; Keith Newcombe, 12 years, Whittlesea; Cyril Odum, 11 years, Bannister-street, North Bendigo. Others also sent in good drawings of the same subject.

Uncle Ben also has much pleasure in telling his family that the line drawings in 3 separate stages representing a rabbit, published in this page last month, has brought him some very careful and accurate pictures. In the order here named he thinks the degree of quality is correctly suggested, viz.:—Those by Ormond Spink, Ascot Vale; Leonard Priest, Eaglehawk; Estelle Dacy, Birchip; Linda Cook, Kerang; Lionel Cowley, Balmoral; Marjorie Chalmers, Violet-town.

The missing words puzzle this month is a simple one. Uncle Ben would like his nephews and nieces, when they send him their answers, to tell him the name of the poem from which the lines containing the missing words are taken, and the name of the poet who wrote it.

The curfew — knell of parting day.  
The lowing — slowly o'er the lea,  
The ploughman — his weary way,  
And leaves the — to darkness and to me.

**Linda Cook, Kerang:** Pleased to get your letter, Linda, and to learn all about the mushroom gather-

ing; hope your sister, Edna, enjoyed the game at Hockey.

**Marjorie Chalmers, Violet Town:** It was good of you, Marjorie, to tell me such a nice little story about the missing words. You will soon be able to draw.

**Grace Cowley, Balmoral:** It was good of you, Grace, to write me such a newsy, interesting letter, all about affairs in your own town and district. Write to me again, won't you?

**Margaret —, Wendouree, Ballarat:** You forgot to sign your full name. Never mind, you'll do so next time, won't you? Uncle Ben likes your first



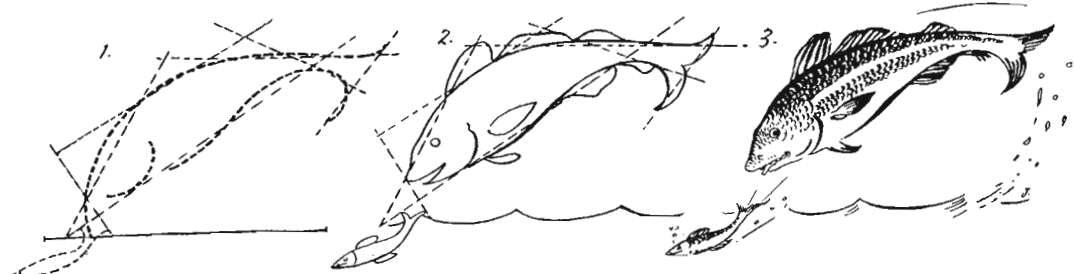
Here is a niece of Uncle Ben's—little Thelma Gardner, of Kilmany, nursing her twin dolls. She is a regular correspondent for the children's page. Her last letter describes an interesting holiday she spent in Beechworth during the recent school vacation.

letter, and is interested in all that you tell him about your school. He hopes you may soon be a good violinist.

**Alice Stewart, Korong Vale:** Glad to hear from you, Alice. Hope you will always like the "Magazine."

**Jack Lewis, Bowman:** Yours is an interesting letter, Jack. What you say about football and railwaymen shows you are very alert.

**Mirie Russell, Ballarat East:** Yes, Mirie, fairly busy, but Uncle Ben welcomes your nice letters; he thinks you get along very well at school. What you say about tennis, cricket, football, and other matters interests him greatly.



The Children's drawing competition this month is an easy one. Follow the outlines in fig. 1, fill in as shown in fig. 2, and then black out as in fig. 3, and the sketch is complete.

*Some Notes on Railway Economics (cont. from page 18)*

for the same distance by the same train being approximately 50 per cent. higher than that of the second class. The rate per mile for a first class single journey is about 2½d., and for a second class journey 1½d. per mile.

These are ordinary fares for ordinary travel. In addition there are holiday excursions, seaside excursions, week-end fares, cheap excursions, and others. The average fare paid for the whole of the country travel thus becomes appreciably less than the ordinary fare just quoted. For the last year for which statistics are available (30.6.25), the average fare paid was 1.27d. per mile.

On the suburban railway system the mileage scale is approximately 2½d. for the first mile and 1.105d. for each additional mile for a first class single fare, and approximately 1½d. for the first mile and .84d. for each additional mile for a second class single fare—the return fare being, as a rule, a little more than 50 per cent. additional in each case.

It may be, and, in fact, frequently is, contended that the charges for the services rendered should be based on the cost of rendering them. This contention may be taken to be correct in principle as far as it goes. But those who have studied this question most deeply say (and I agree with their views) that it is impossible to ascertain the cost of performing any particular railway service.

The roads, rails, signalling appliances, and much of the property are common to both passenger and goods services, and any apportionment of the cost thereof between those services can only be made on the basis of a considerable number of arbitrary assumptions.

#### Grades Effect Transportation Costs

Then in regard to goods, taking the same commodity. In some cases it will be hauled over a practically level line to its destination, while in others it may be necessary to transport it over a line which is very hilly—it may even be mountainous—with heavy grades and expensive bridges across rivers and ravines. The cost in the one case will be very different from that in the other.

Again, it may be that the incidence of the traffic in one case allows of the trucks being fully loaded in both directions, while in the other, there being no back loading, the trucks must return empty.

In the first case, as compared with the second—i.e., trucks returning loaded, as against returning empty—the cost of the service is a little more than half. This is a matter of great moment in railway working, as the effect of trucks returning empty is that the train and truck mileage run is doubled, and the reduction in cost because of hauling empty instead of full trucks is but very slight.

With regard to goods traffic, the following figures will probably be of interest as indicating both the great volume and the great importance of this traffic to the community.

The total goods carried last year amounted, in round figures, to 9,000,000 tons. Multiplied

by the average distance for which this traffic was hauled, there is obtained the ton mileage for the system, which last year amounted to 850,000,000 ton miles—a ton mile being one ton carried one mile. Spread evenly over all the lines of the system, this averaged 190,000 ton miles for each mile of line open.

The ton mile is regarded as a standard unit—and an important one—on which to base comparative statistical information relating to the goods traffic.

The total revenue divided by the total ton miles gives the average earning per ton mile, which last year on our system was 1.64 pence. This is a better unit for comparative purposes than any other which has yet been calculated.

All the numerous varieties of goods which are transported by rail are classified into what is known in the railway world as a "goods classification," comprising in Victoria about 13 classes.

At, say, 50 miles, the rate for the lowest class—which is manure for agricultural purposes—is less than one-eighth of that for the highest class, which comprises goods of a much higher value—for example, furniture, groceries, cigars, tobacco, silks, and generally articles of considerable value.

#### The Ideal for Economic Haulage

Based on the cost of rendering the service, the class 2 goods traffic is probably chargeable with a higher rate than that for the manure traffic, because the latter would, as a rule, be hauled in better filled trucks and longer trains, and as the manure is going into the agricultural districts the trucks on their return would probably be hauling wheat, which would also mean well-filled trucks and long trains.

The ideal for economic haulage is attained in such circumstances, while the goods comprised in the higher classes are usually not of such a character as can be either loaded or hauled under advantageous conditions.

The position is, therefore, that while the rates for high-class traffic, if based on cost of service, would be higher, they certainly would not be eight times higher. It would then resolve itself into this—if the charges in each case were equal, those of the low-grade traffic would necessarily be materially increased, those of the valuable goods would be decreased, and, on the face of it, that would seem to be of advantage to the latter. The increased cost to the lower grade goods would, however, have the effect of destroying the traffic, and as a result the high-grade goods would be faced with the necessity of bearing the whole of the cost of the service.

Thus, in place of obtaining a reduction, it would be found that the total charges to be made against the high-grade traffic would be materially increased. The circumstances of each case and of each class must be considered separately, and the incidence of the charges adjusted, as far as practicable, so that they will fall heaviest on those best able to bear them.



## Broadcasting in Australia

MUCH criticism has been directed against the broadcasting programmes from time to time, probably with good reason. However, it should be remembered that radio stations, like most branches of human effort, can only be considered from the commercial standpoint. They have to sell their goods, and please their customers—the general public.

If they do not broadcast what the greatest number of the people want, there will not be enough licenses taken out to enable them to operate with a reasonable margin of profit.

It follows from this that people who are fond of the best music, such as chamber music, or grand opera, the so-called "high-brows" of wireless, will never be satisfied with the programmes which delight the majority of listeners.

However, it seems possible to include a certain number of classical musical numbers in every programme without altogether alienating the sympathies of the majority. It will therefore be possible for the "highbrows" and others to obtain a programme suited to their tastes by following these high-class items round the various broadcasting stations.

Unfortunately, under present conditions, this requires very expensive receiving apparatus, since most of the stations, for some extraordinary reason, are all squeezed up together in the centre of the available wave band. In this group we have 2BL (354 metres), 3LO (371 metres), 4QG (385 metres), 5CL (395 metres), 7ZL (400 metres). To make matters worse, two of the "A" class stations, 2FC (1100) and 6VF (1250), are outside the ordinary broadcasting range altogether, so that receiving sets designed and manufactured in U.S.A. for the 200-600 wave band cannot receive them at all.

The sooner the authorities realise that they are dealing with a commercial proposition—that they have to sell broadcasting to the public, and so like

any other sales organisation they must first give their customers what they want—the better it will be for broadcasting, and the wireless trade in Australia.

A few other remarks along these lines might be made at the present juncture.

It would be a great improvement if steps were taken to compel the broadcasting stations to keep to their declared wave lengths, and also maintain a reasonable quality in their transmissions. One station at least might be mentioned, where it is quite painful to listen to the programmes.

It seems also that some check should be kept on the wireless traders. It has been the custom, probably, through ignorance, to unload all sorts of "junk" on the unfortunate public. To obviate this, it would be well to educate the public to buy only those wireless goods which have been tested and passed as satisfactory by a central Government testing laboratory. Manufacturers and importers would soon get into the habit of sending their products along to be tested, and the increased confidence of the public, as evidenced in greater broadcasting license fees, would pay the expenses of the tests.

It would appear that much of the trouble experienced with wireless goods is due to ignorance on the part of salesmen. Radio is surely a legitimate electrical undertaking, and should not be embarked upon by firms who are normally engaged in hairdressing, photography, or the grocery business.

In regard to oscillating receivers, a campaign of education for the wireless public would seem to be the best way of dealing with this nuisance. Of course, persistent offenders could be located by direction finding apparatus; but it is doubtful whether legal action could be taken against them. Suitable propaganda is the antidote.

Broadcasting in Australia will be a permanent success only when it is based on Henry Ford's doctrine of service.

**WINNING DESIGNS IN WINDOW CARD & STREAMER COMPETITION**  
for Technical School Students  
Instituted by the Made in Australia Council of the Chamber of Manufactures

"Wherever You Trade Buy Australian Made"

**Support AUSTRALIAN INDUSTRIES**  
Ensure Australia's Wealth

**Wherever YOU Trade Buy AUSTRALIAN Made**

FIRST PRIZE STREAMER  
I. FOWLER - BRUNSWICK TECH. SCHOOL

**BEWARE! OF THIS.**

FOREIGN GOODS

**WHEREVER YOU TRADE Buy AUSTRALIAN MADE**

**BEFORE AN ARTICLE YOU TAKE EXAMINE IT TO FIND THE MAKE.**

FIRST PRIZE WINDOW CARD  
**DOROTHY BALDWIN**  
Swinburne College

SECOND PRIZE STREAMER  
**L. WALLIS**  
Margaretburg Tech School

SECOND PRIZE WINDOW CARD  
**H. A. RATHJEN**  
Swinburne College

These are the winning designs in a recent competition, instituted by the "Made in Australia" Council of the Chamber of Manufactures, for the best design of window streamer and show card for "Made in Australia" propaganda. Mr. P. M. Carew-Smythe, Director of Art Education in Australia, and Mr. A. W. Keown, V.R. Advertising Manager, acted as judges.

*Preliminaries to Railway Construction (Continued from page 10)*

You will remember that the proposal for an inquiry was referred by the Legislative Assembly to the Committee for inquiry and report.

As these proposals come before the Committee from Parliament they are dealt with in the order submitted, and as soon as the Ironbark district proposal is reached the Committee visits the district.

With the help of the member for that district, information has been sent ahead to the "Ironbark Times" and the "Ironbark Advertiser," as well as to the Ironbark Council and other public bodies interested, together with a printed list of the matters to be inquired into, so that the district statistics may be gathered and the facts marshalled in the most impressive manner.

By this time, also, the Chief Engineer for Railway Construction has supplied the Committee with survey maps and rough estimates of costs for possible railway connections.

In the district the Committee sits publicly as a court, and hears local evidence as to the merits of the proposed railway, the possibilities of cultivation, new settlement, and other developments. Evidence is also admitted as to rival routes or in opposition to the line being constructed at all.

The Committee, on its return from the country, if it considers the Ironbark district worthy of further investigation, selects a route which the Railway Commissioners are asked to report upon.

**Traffic Officers Inspect**

The Commissioners send experienced Traffic Officers into the district to make inquiries as to the present and prospective production, and they furnish estimates of revenue and working expenses of the suggested railway. When these come before the Committee, the officers are called upon to give evidence on any matters on which the Committee is not satisfied.

The Committee then considers the whole proposal, and decides whether to recommend the railway for construction or not.

There is another point I would like to deal with, and it is this—that in reaching a decision whether to recommend a line or not, the Committee does not judge a proposal simply and solely from the financial aspect. It considers always the direct and indirect benefits to the State.

The estimates furnished by experienced railway officers have proved in practice to have been exceedingly close to the actual loss sustained when the line was built, and although it may seem difficult to forecast the revenue from a new line, it can be done, and is done, with remarkable precision.

Last year the Railway Commissioners were recouped £135,000 for losses on non-paying lines, but against any direct loss on railway proposals must be set the fact that all new lines give an increased value to the country land served by them.

The State of Victoria imposes a land tax, and receives an increase in the revenue from land which is enhanced in value by a new railway. The general railway income also bene-

fits by the subdivision of estates, and the settlement that follows, while the consolidated revenue receives another benefit from new settlers because the Commonwealth Government pays to the State 25/- per head annually for every man, woman, and child within the State, whether new settlers or otherwise.

In addition, the extension of the railway system leads to vacant Crown lands being taken up and to State forests being made accessible. The State receives revenue from land hitherto regarded as unprofitable, and royalties from outlying forests as the timber is brought within reach of a railway.

Then, again, surrounding almost every railway station, sites are reserved for township purposes preceding the construction of the railway, and when the line is nearing completion these sites are sold by the State at an enhanced price.

There are the benefits also arising from increased production and exports.

The land required for railway construction purposes in Victoria is handed over by the landholders of a district free of charge to the Railways Department. The usual procedure is that the Municipal Council is formed into a Railway Construction Trust when the line is to be built; this trust raises funds, either by a bank overdraft or debenture loans, and immediately pays the landholder whose land is taken a fair sum for his land.

The trust then repays the bank over a series of years, obtaining the money by imposing an annual rate which each benefitted settler is required to pay, the rate usually tapering according to the distance from the line.

**No Exorbitant Prices Now**

In the past, exorbitant sums were often asked by landholders, apparently on the principle that the Government had a long purse and could afford to pay. That, however, is entirely done away with now; the Government pays nothing, and the local trust (which is in a far better position to know the actual values) pays only a fair rate, having recourse, if necessary, to arbitration.

The Railways Standing Committee, in addition to dealing with all proposals for new country and suburban railways, inquires into all works proposed by the Railways Department estimated to cost more than £20,000, such as station improvements, re-grading, duplication, and electrification extensions.

Just at present the Committee is inquiring into three new suburban and 15 new country railway proposals, or a total of 18 lines.

Members who serve on the Committee become experts by reason of their experience in the matters inquired into. The Committee's impartiality has never been questioned; it has assisted materially in the development of the State, and prevented much unnecessary or extravagant expenditure.

About 60 per cent. of the proposals—railways and tramways—submitted to the Committee have been recommended by it, the remaining 40 per cent. being rejected as unsuitable, unnecessary, or having poor prospects of ever becoming payable undertakings.



## HORTICULTURAL NOTES

### Sowing and Planting for July

Artichoke (Tubers), Asparagus (Seed and Roots), Broad Bean, Beet, Red (Turnip-Shaped), Brussel's Sprout, Cabbage (Class 3), Horse Radish (Roots), Cress, Leek (The Lyon), Lettuce, Marjoram (Plants), Mushroom Spawn, Mustard, Mint (Plants), Onion (Brown Spanish), Peas (English Wonder, Dwarf Defiance), Potato (Early Manistee, Carman, Scottish, Triumph), Radish, Rhubarb (Roots), Sage (Plants), Sea Kale (Plants), Shallot (Bulbs), Tarragon (Plants), Thyme (Plants), Turnip (Non-seeding, White Stone).

**F**LOWER borders that have a background of trees and shrubs should now receive some attention. If, as often happens when the shrubs are well established, the borders have got filled with their roots, it is a good plan to have a portion of the borders trenched yearly, working in some good manure at the same time.

If the group plan of planting is adopted, many flowering plants can be grown well, and this will ensure a bright foreground with less watering than would otherwise be necessary to maintain this part of the garden. Without very frequent watering it is impossible in the summer to grow many flowers when the borders are filled with the roots of shrubs, etc.

Rose pruning will now be going on, and by starting early this month there is a chance of the first blossoms escaping the thrip pest, which most of us make up our minds to expect as Spring advances.

Japanese Irises, Nymphaeas, and other aquatic plants should be planted this month. Beautiful effects can be obtained by growing this class of flower, and as they are not hard to cultivate, it is a pity more flower lovers do not make a study of them. A visit to the Botanical Gardens when the irises and water lilies are in bloom is enough to make anyone wish to possess them. Why not start?

Rhododendrons should be planted in a shady position in the shrubbery, near to a water tap if possible. Few plants lend themselves to transplanting as readily as these, and though they can be moved at almost any time of the year, the present is the best. The soil must not be of a limy nature; the best results are obtained from what is known about Melbourne as a mixture of black and brown Caulfield peats. A top dressing of this soil applied now will be of great benefit.

### Fernery

The cold weather does not offer much inducement to spend much time in the fernery, but, fortunately, there is not much to be done.

Platyceriums (Staghorn Ferns) should be watered very little at this time, especially *P. grande*, as this is not nearly so hardy as *P. alcicornis*.

Keep bamboos which are grown in pots on the sunny side of the house, and be sparing with water.

It is a great pity that our Native Ferns are not cultivated to a larger extent than they are. It would be a very entertaining and instructive hobby to make a speciality of growing and collecting the beautiful plants. It only needs a few to make a beginning, when we feel sure all who saw them would follow suit.

### Kitchen Garden

Towards the end of this month prepare your ground for a main sowing of Onions, Parsnips, Carrots, Salsify, etc. In the case of the latter, no manure should be needed if a plot where celery, cabbage, or other crop that has had a good dressing of manure to start with is used.

Onions, however, respond quickly to manure if it has been well worked into the soil before sowing. Early, and one or two of the later varieties of potatoes should now be planted. In the case of new varieties it is advisable to plant a few first to see if the soil suits them.

Continue the forcing of Seakale, covering the stools with boxes and farmyard manure.

Sow a few rows of Turnips, Broad Beans, Kohl Rabi, Lettuce and Spinach.

Prepare manure for hot-bed to raise first batch of Tomatoes.

Broad Beans that are now coming into flower can be hastened into bearing by pinching out the tops of such growths as show flower. The growths must be kept off the ground so that plenty of air and sunlight may reach the plants. This can easily be managed by placing stakes at intervals of a few yards on each side of the row and about four feet between or across the row. A single string tied to each stake about two feet off the ground along each side of the row will be sufficient.

It is a good idea to trench one or two plots every year in an old vegetable garden, as only by this means can it be kept in good heart. Any old vegetable refuse can be worked into the bottom of the trench with a good layer of stable or farmyard manure in the middle. The French Beans will grow excellently in this during the summer, with afterwards the Cabbage family.



Prize chrysanthemums, grown by Ganger T. O'Reilly, of No. 13 length, Donald. At its last show, the Donald Horticultural Society awarded him the championship, six first prizes and one second for his chrysanthemums, as well as three first prizes in the vegetable section.

## Maryborough Railway Employees' Picnic Report

THE balance-sheet submitted by the secretary (Mr. E. J. La Roche) of the employees' picnic held on Easter Saturday last disclosed that the total receipts amounted to £170/1/-, and expenditure to £77/1/10, with a profit of £92/19/2.

The following donations were made:—Maryborough Hospital, £35; ambulance car, £7; Ladies' Benevolent Society, £5; Crippen appeal, £10; deservng case, £5; Brass Band, £2/2/-; Pipe Band, £2/2/-; Pipe Band Uniform Fund, £3; Ministering Children's League, £4/4/-; total, £73/8/-.

## Elphinstone's Fruit Crop

PRACTICALLY all this year's fruit has been sent away from Elphinstone. The output totalled 457 tons, representing 18,300 cases. Altogether 15,000 cases of apples and 500 cases of pears were sent overseas. To Melbourne and Harcourt cool stores 1800 cases were sent, and 1000 cases went to the interstate and Melbourne markets. Eight hundred cases of stone and core fruit were sent to metropolitan markets and jam factories. Over £228 was received by the Railway Department in freight.



*Some wag got to work on this speed limit sign at Ararat. He has increased the speed from 15 to 75 miles an hour, and decorated the sign with two gingerbeer bottles.*

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## Area Correspondents

CASTLEMAINE has now an official area correspondent for the "Magazine," Mr. W. Stewart, clerk in the Road Foreman's office, having volunteered to act in that capacity. He will be pleased to hear from any railwaymen in the Castlemaine district who may desire to submit photographs or contributions, and will himself keep the "Magazine" advised of local railway happenings.

Following are the names and locations of the various area correspondents:—

Arden Street Workshops—Mr. V. Jenkins.

Bendigo Workshops—Mr. C. Poliness.

Castlemaine—Mr. W. Stewart.

Maryborough—Mr. L. J. Phelan.

Newport Power House—Mr. C. F. Vigus.

Newport Workshops—Messrs. M. Watkinson and J. P. Guinane.

Spotswood Stores—Mr. F. W. Frawley.

Correspondents are wanted for other areas.



*Mr. A. E. Perrott, who joined the service last year, was specially commended by Bendigo district railwaymen for a paper on the work of the District Fuel Conservation Committee after attending one of their meetings.*

Where to Spend a Holiday

# Beautiful Ballarat—The City of Statues

*As a tourist resort, Ballarat has attractions for everyone. It is on the main line from Melbourne to Adelaide, and is 74 miles from the Victorian capital.*

**S**ITUATED nearly 1500ft. above sea level, it possesses an invigorating climate—not too keen in winter and ideal in summer, the nights that follow the hottest of days being invariably ushered in by cool breezes laden with the sweetness of the surrounding forests and cornfields.

Further, with all the openness of country life, pure mountain air, and congenial conditions, it combines the comforts and conveniences of a modern city that fully justifies its proud title of Australia's largest inland city.

The streets are broad and lined with handsome buildings, up-to-date hotels, abundant free libraries, an art gallery, educational and charitable institutions, and numerous churches.

Ballarat's mines have yielded more than £80,000,000 in gold. It is known as the City of Statues, because of the fine specimens of sculpture which embellish the streets and public gardens; and the Garden City, from the effective street, public and private gardens and plantations, the whole city, in fact, being literally embowered in greenery.

### Plenty to See

The sights and attractions of the city are many and varied. For instance, there is Lake Wendouree, a mile westward from the centre of the city, which has a circumference of more than three miles, and is entirely surrounded by a beautiful walk, culminating in the lawns and pleasure grounds at the Botanical Gardens.

Every year the lake is stocked with thousands of young fish from the hatcheries nearby, and fairly teems with perch, tench, and trout, affording excellent sport for the angler amidst attractive surroundings.

The Botanical Gardens, on the west side of the lake, is another delightful spot which has been described as the finest gardens in Australia. These gardens have already earned a reputation for their annual display of begonias.

History rubs shoulders with beauty at Ballarat. It was at the Eureka Stockade, two miles from the city post office, that the only armed conflict which has ever occurred in Australia took place on Sunday morning, December 3, 1854.

A monument has been erected at the scene of the skirmish, and all Ballarat visitors make a point of inspecting it.

It is really worth a trip to the Golden City to see Sturt Street alone. The famous thoroughfare is three chains wide and close on three miles long. The centre is laid out

in garden and lawn plots, and splendid oak avenues, interspersed with imposing statues, band pavilions, and innumerable seats. Electric trams run on each side of this garden.

It is quite easy to believe the story they still tell in Ballarat of the reveller who got lost one night while trying to cross from one side of Sturt Street to the other.

Ballarat is worth a visit. Spend your holidays there if you can, but if you cannot do this the facilities for a week-end visit are excellent.

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**NO MUD DUST OR RAIN**

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**REASONABLE FARES**

**GOOD REFRESHMENT SERVICES**  
**Courtesy Cleanliness Punctuality Reliability**  
**LIBERAL LUGGAGE ALLOWANCE**

**THE RAILWAY IS THE BEST WAY -**

*This is one of the new pictorial posters produced by the Victorian Railways Commissioners, and exhibited at all railway stations in the State last month. The colouring is striking, and attracts attention to the advantages of railway travel. The poster is worthy of addition to the fine collection of pictorial posters already issued by the Victorian Railways Commissioners.*





With 41 years' service to his credit, Fitter W. Elliott, of the North Melbourne Loco. Depot, has just retired. He joined up in March, 1885, and has been at North Melbourne for many years. His son, Patternmaker W. E. Elliott, was one of the two young railwaymen selected by the Commissioners to gain experience in the English firm of Clayton Wagons Limited.

## "The Man From Toronto"

"THE Man from Toronto's" initial performance by the V.R.I. Dramatic Society, at the Institute Concert Hall, on Saturday, 19th ulto., turned out a wonderful success. There is no doubt this witty, clean, fast-moving comedy, filled with clever situations, allowing of no farce or crudeness, and yet keeping you guessing right to the end, is one of the most enjoyable treats anyone could wish.

Few of the big audience will forget Addie Strain's winsomeness and charm in her portrayal of the deceiving and lovable Polly.

T. M. Flanagan did splendidly as Fergus Wimbush, the gruff, unpolished, and likable Canadian, around whom the entire comedy revolves.

Billie Rees made Robert Gilmour a convincing and likable young Englishman, by medium of his bright lines and personality.

Bernard Lambie, as Mr. Priestly, did his best work to date, his dialogues with Miss Strain being particularly fine.

Myrtle Gloster made a good impression as the haughty aristocratic Ruth Wimbush, a difficult and exacting role.

The minor parts were admirably filled by Hilda Parlossien, as Martha, the Maid; Hazel Glen, as Ada Wimbush; Verna Stuart, as Mrs. Hubbard; and Florrie Kemp, as her Daughter. Miss Moverley, the producer, is to be congratulated on her splendid cast selection and direction.

A full orchestra of 24, under the baton of the V.R.I. conductor, Mr. A. Belcher, was responsible for the real musical treat the patrons enjoyed during the intervals.



Mr. W. C. Rees, formerly of the Sunshine signal box and recently transferred to the Flinders Street parcels office, is a well-known amateur actor. He has just been appointed secretary of the Institute Dramatic Society.

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LEVER FILLER  
**Fountain Pen**  
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Women's Page

# Are Our Manners Declining?

(By Penelope.)

HAS the age of chivalry gone, and has the practice of courtesy ceased? Has the term "gentleman" become a misnomer?

From time to time one hears scathing remarks passed about, and even indignant glances directed at, gentlemen in railway carriages because they do not rise when a lady enters a carriage and has to stand.

But have you ever noticed a gentleman graciously surrender his seat to a so-called "lady," who accepts the proffered seat without as much as saying thank you—in fact, her manner implies that to have given up his seat was "no more than he should have done."

Whilst a man, I am sure, does not expect nor wish for effusive thanks for what he, no doubt, regards as an act of common courtesy, he must surely feel a little disgusted at such indifference, and must resolve that next time he will "sit tight."

Then there is another train travelling offender. She is the lady with the small boy or girl who, if she gives the matter a thought at all, decides that she has paid the small boy's fare, and why, then, should she nurse him or

allow him to stand in order that an elderly person may sit down? Scandalous that anyone should expect such a favor from a total stranger!

There are still others—women, very often—who, when there is any amount of space available, will not move up and make room for a business or school lad to sit down. They seem to forget that these lads, because of their youth, sometimes feel just as weary as we older folk who are so glad to take things easy after a hard day's work.

Another who requires a hint in the form of a gentle push is the person who sits corner-on in a carriage, thus taking up portion of the seat to which another passenger is entitled.

I have raised the question as to whether the practice of courtesy has ceased. In my opinion the practice has not ceased, but through our modern bustle and thoughtlessness the practice has become neglected.

I have also inquired whether the term "gentleman" is now a misnomer. In answer I have pointed out that the term "lady" is in similar peril.

## Add These to Your Recipe Book

### Pudding, Banana.

#### Ingredients:

6 oz. flaky pastry.	2 oz. cake crumbs.
8 bananas.	1 oz. desiccated cocoanut.
2 tablespoons apricot jam.	1 large egg.
2 oz. butter.	Juice and rind of a lemon.
3 oz. sugar.	

Method.—The pastry is rolled out into a strip, and used to line the sides of a pie dish. The edges are decorated, and the pastry is baked in a hot oven. When done the bananas are mashed, mixed with jam, and put into the dish. The butter and sugar are creamed till soft and mixed with the yolk of the egg, lemon juice and grated rind, cocoanut and cake crumbs. The white of the egg is stiffly beaten and added to the mixture, which is spread over the fruit. The pudding is baked for about 20 minutes, and will be found most delicious.

### Raisin Gingerbread.

#### Ingredients:—

½ cup melted butter or dripping,
1 cup brown sugar,
2 cups flour,
1 teaspoon bicarbonate soda,
2 teaspoons cinnamon,
2 teaspoons ground ginger,
1 teaspoon mixed spice,
2 tablespoons treacle,
¾ cup raisins,
1 egg,
½ cup milk (sour preferred).

Method.—Line a shallow cake tin with greased paper. Sift flour, salt, soda, and spices into a basin. Add sugar and raisins. Pour into the centre the melted butter, beaten egg, treacle and milk, and mix lightly with dry ingredients. Bake about 45 minutes in moderate oven.

## Fine Ticket Collection Record

THREE and a half years without missing a single ticket is the record of Mrs. L. E. Trounson, Caretaker of the Bung Bong Station.

Mrs. Trounson joined the service on December 15, 1922, and her record of ticket collection is all the more worthy when it is known that at times as many as 40 Italians working at the quarries have travelled to and from Maryborough connecting with her station, and not one of these could speak English.

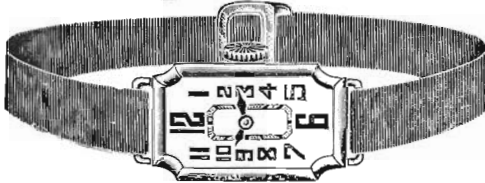
On an average about 200 tons of metal a day is consigned from Bung Bong, in addition to other produce, such as chaff, hay and wood. Mrs. Trounson also has to attend to a postal phone, a railway phone and a party line of five subscribers, in addition to dealing with the local mails and an incoming mail three days a week, not to mention a wayside mail.



Mrs. Trounson on right, Caretaker of the Bung Bong Station, with her husband and their two bonny children.

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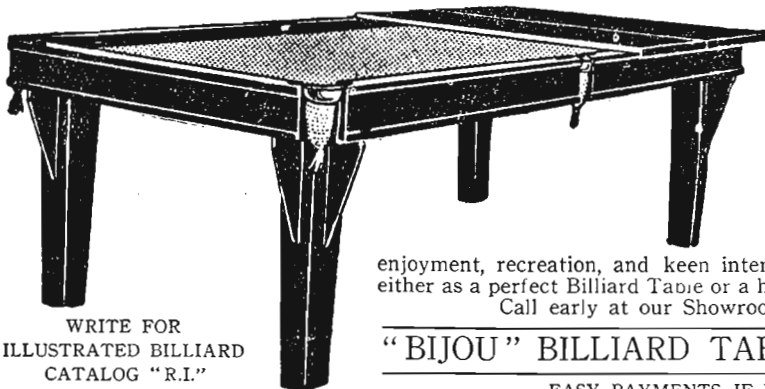
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£15 and £20 to £10**It's Only Fair**

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# Interesting Notes on New Balranald Line

If there is one man above others who can justly claim that his job is or was important, he is Mr. H. V. Francis, the engineer-in-charge of the first section of the new line from Moama to Balranald.

**M**R. FRANCIS is a railwayman through and through, and one who knows that, having done his best with this line, he has done something great for his country.

The son of Mr. R. H. Francis, one-time Commissioner of Victorian Railways, he has done a deal of railway construction. He has a fine personality; in fact, it is to his credit that strikes did not interfere with the construction of the line, because, with his tongue, he was able to settle one or two minor differences.

This was because, being a man of his word, he was trusted by the big band of men he had working under him.

While this is the most important line he has been associated with, because of the great possibilities of the district, he has had varied experiences in Tasmania, New South Wales, Victoria, South Africa, Ocean Island, and New Guinea.

He has often worked in the tropics, and was in charge of the building of the first line in New Guinea. It went for only nine miles, but it did important work.

Mr. Francis was first associated with the Victorian Service in 1888, but he is more



*Mr. Wm. Baden-Powell, who was the cook for the construction camp at Wakool, on the new Balranald line. His recreations are work and sleep.*



pleased with what has been done on the Balranald line than any other.

Mr. Francis gives some interesting facts concerning the new line. When the line leaves the Deniliquin line at Barnes it is 324ft. above sea level. It then falls gradually; at Balranald it is 212ft. above the sea. The steepest grade is 1 in 20. The line was constructed from both ends, the first sod being turned, with due ceremonials, in October, 1923.

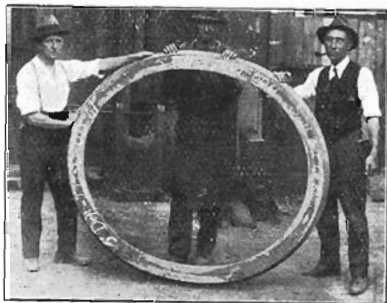
The engineers in charge were Messrs. Francis and G. H. Langford. When the work was at its height there were 500 men on the job.

In laying the line the whole of the ballast was secured in the locality, several fine gravel pits being secured close to the line, and were accessible after a little overburden was removed. The biggest were at Wakool and Neimur. To get to these temporary tracks were laid; work thus proceeded quickly and smoothly.

In laying the line 286,000 sleepers were used, the majority being red gum, secured at Wakool, on the Edwards and Murrumbidgee Rivers, and some from Deniliquin. A few stringy bark sleepers from down south were used, but they did not turn out as good as the red gum.

In addition to the sleepers, 1,200,000 dog spikes were driven home. The rails and fastenings weighed 11,500 tons. The rails are 45ft. in length, and this is one reason why the travelling is so comfortable.

On the line are 57 bridges of varying length and sizes, but the longest is over the Edwards at Moulamein. This is 646ft. in length.



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## BOOKS AND NEW BOOKS

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"The Bush King" is one of Paul Trent's best works.

"The Coming of Cosgrove"—By Laurie York Erskine—is an exciting story of Ranch life in Western U.S.A.

"A South Sea Bubble"—By Roland Pertwee—is a work which deals with a treasure hunt in the South Seas—intensely arresting in plot.

"The Black Glove"—By J. G. Sarasin—is a tale in which most fiction readers will revel.

"The Medicine Man"—By a comparatively new writer, W. C. Tuttle—is worthy of a close reading.

"The Fatal Face"—By Wm. Le Quex—at once grips the attention.

"The Wizard of the Atlas"—By Allan Hawkwood—will be popular.

"Kenya Mist"—An East African story by Florence Riddell, is of absorbing interest.

IN "The Bush King," Paul Trent tells a gripping story about a young man going to take up a Government position in an African colony. He promised his uncle, a banker, to ascertain the value of a concession that a neighboring petty ruler has granted to an adventurer, and which the bank has bought.

The concession is a fraud, and the hero sets himself to obtain a valid one, thereby involving himself at first in native, and, later, in international, complications.

The love interest includes a temporary engagement to the wrong girl, resulting from a misunderstanding. "The Bush King" is a novel of character and emotion.

L AURIE YORK ERSKINE, whose books, "Valor of the Range," "The River Trail," etc., were much sought after, tells us in "The Coming of Cosgrove," a story that holds the reader's close interest. It is a rapid-fire Western tale of the conflict between might and right, and the question whether crime and violence shall be the order of the range or law and order.

He finds that Mason Farley has just been shot by an unknown hand, and through circumstantial evidence suspicion falls on one, Bradley. With vigorous swing the author develops his plot from this point,

and shows how the fortunes of Hazel, daughter of old man Farley, are closely bound together.

ROLAND PERTWEE upholds his popularity as an interesting spinner of yarns that seem to cater for the tastes of most readers of fiction. This is fully borne out in his latest book—"A South Sea Bubble"—a fine story of a treasure hunt in the South Seas.

Readers are assured of good entertainment, both in the plot and the amusing, pathetic, tragic, and witty people whose actions help to bring about an unexpected, but, not the less pleasant, finish to a very notable romance.

"THE BLACK GLOVE," by J. G. Sarasin, is the tale of a maid of honor, who, through a drunken jest of the Earl of Rochester, is driven to wed the dishonored Captain Tyburn.

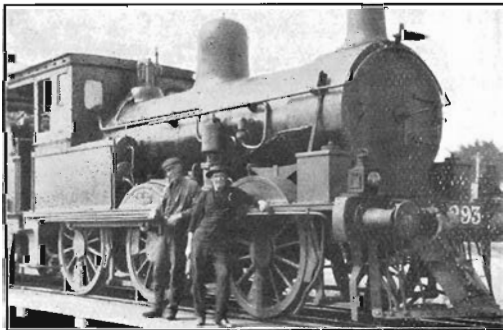
He has vowed to save the Duchess of Albermarle from a ruthless plot to ruin her in the Merry Monarch's court, and so they meet with many wild adventures, in which the sinister Doctor Bendo plays a mysterious part.

IN "The Medicine Man," we are introduced to a new writer, W. C. Tuttle, who gives excellent foretaste of what we may yet expect from his pen.

He tells a stirring yarn vividly and humorously, and "The Medicine Man" is a book that carries its own high recommendation.

"THE FATAL FACE," by that well-known writer of mysterious stories, Wm. Le Quex, is redolent of his best work. Readers of books from his pen, which have been appearing for many years, will like this, his latest, which is a compound of thrills and adventure from the first to the last page.

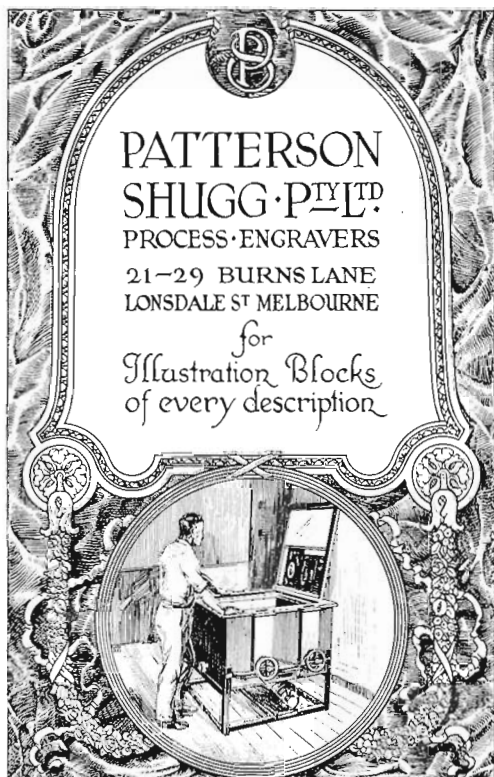
"THE WIZARD OF THE ATLAS," by Allan Hawkwood, is a story of romance and adventure among the Moors. It tells of the many strange happenings which befall John Thornton in his search for the nameless city. It is written with that sureness of touch which characterizes all Mr. Hawkwood's best work.



Left to right: Fireman Gibson and Driver De Medici (Driver in charge at Moe). T. Gibson has 36 years' service, and J. De Medici 37 years' service. An unusual circumstance is that this engine, which was built by Phoenix Foundry, Ballarat, was attended to by these two men as cleaners, and at the present time is being driven and fired by the same two men on the Moe to Thorpdale run.

## To Correspondents

C. F. Vigus—Next issue. A. Evans, San Francisco—Rather late for this; next; many thanks. A.T.F., Colac—You are right; rather dull; still, thank you. H. O'Reilly—Rather late; we may use, thanks. J. Freer, St. K.—Enquiries are being made; next. J.R.D., Geelong—Will insert. R.C.R., Ballarat E.—Thanks; will use. R.E.McC.—We already had featured H. for this issue. M. T. White, Ararat—Good; will be used. W.C.B.—Rather late; we'll consider. E.C.A.—Many thanks; feature next.



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## Poultry Raising as a Hobby

Believing that many Victorian railwaymen are interested in poultry and are keeping birds as a profitable hobby, the "Magazine" Editor has pleasure in inaugurating this new monthly feature written by an expert.

**P**OULTRY provides for human food two nutritive substances of great value—eggs and meat.

Owing to their high standard of albumen and fat stuffs and other substances of the general group of vitamins, eggs are of great use in human feeding, and are necessary to the nourishment of children, old people, and the infirm.

It has been said by scientists that the great struggle of life is for protein. Everything seems to trend to the production of that protein. The wheat farmer and the meat raisers are after it; in fact, so are all the rural producers.

In America the egg crop exceeds in value the wheat crop. This is a tribute to the acuteness of the American in his hunt for protein.

In Victoria we have an industry that is fourth in its relative importance to the general rural production of the State. The hen is the machine that can best manufacture this vital protein. But to obtain the best protein we must breed from only the very best. It is believed that the jungle fowl laid less than three dozen eggs each year. The Australian-bred Black and White have reached to great heights over the 300-egg mark, and by still careful breeding are quite capable of doing better, especially on the flock average. It is necessary to impress on even the smallest poultryman that he will not succeed unless he get the very best. While there is a big difference in breeds there is a bigger difference in strains of even one breed.

A great danger, and, I think, especially in the heavy breeds, with the beginner, is that he thinks it is much easier to get together a flock of comparatively good hens than the distinctly productive class for the very reason that they are cheaper.

To purchase cheap stock is to misapply economy. The cheap fowl is invariably a poor bargain. You should never judge a Black Orpington or any of the other breeds by what it costs, but by what it produces. One of the great influences in high egg production is what has been termed "functional activities," and in the matter of breeding this applies to the manner in which the breeding stock is managed.

By close confinement the breeders can get into lazy habits, which will mean a lazy flock.

This should not be if you want the best results, particularly with the heavy breeds. When the hens in the breeding pen become lazy they lay on fat, the eggs become infertile, later, egg-laying fails altogether, and hens will be seen standing about in idleness.

But the opposite result will be achieved if you set about and see that the birds get the best of treatment, and that they are given exercise, preferably in the open, with grassed runs. It is necessary to see that the environment of the birds in the breeding pen is of the best. This fact is just mentioned in passing, because only too often good birds will be seen in poor surroundings.

It is necessary that the houses be so erected that the birds will have all possible comfort, and will not be coddled; and right here let me emphasise that the breeders should not be forced. They need a little animal matter and plenty of green stuff, and tons of exercise, if such can be applied.

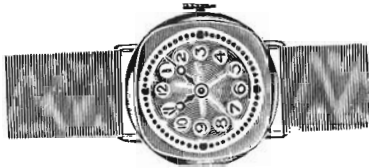
If you have healthy birds you must have healthy eggs, and from the healthy eggs you must get healthy chickens.

Lack of fertility can be traced to weak stock, as well as to lack of exercise. Do not force the breeders in any way. If you get four eggs per bird per week you must reckon that you are doing well, and that the feeding, no matter really what it is so long as it is wholesome, is right.

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## Vic. Railways—A Productive Unit

—(Continued from page 30)

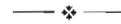
service, in comparison with other satisfied wants, is a very large one.

Although a monopoly does have certain advantages, nevertheless it has a correspondingly increased responsibility in its moral duty. When the competition of a rival service, perhaps not of the same kind, but yet satisfying the same want, is met, its very life is endangered; industrial history records many instances of superseded monopolies.

Every employe, from the highest paid to the lowest, is a cog in the machine—perhaps a small cog, but, nevertheless, a cog—and is recompensed according to his particular class of work, always provided that productive unit is one which the public demands.

This idea of an employe being a cog gives a static conception—let us hope that such is not actually the case—nevertheless it illustrates the idea of each employe's place in the unit of production.

It is therefore evident that each employe must do his utmost so that our great industrial organisation may expand, produce better and greater service, and, as a consequence, offer more and better avenues of promotion to those in its employ.



## Diesel Electric Locos.

(Continued from page 24)

and I think you will like them, but your steam locomotive will be used for a long time.

The Diesel electric will not eventually supersede the steam locomotive entirely. It is not a locomotive to supersede the electric locomotive entirely, but there is a place in between these two where it can work very profitably.

Mr. Sawyer was asked the following question:—Has the high capital cost of Diesel electric locomotive units been found to be fully compensated for by saving in fuel and by the improved load factor which it is found can be obtained from such locomotives?

Mr. Sawyer replied:—"I partially answered that when I referred to the high cost of it. I answered it by saying you have got to use it. I spoke of it 24 hours a day because it can be used that way. It is not a peak load locomotive. It is not a locomotive that you want to use a couple of hours a day, and let it stand the rest of the time. Put it on that basis and the steam locomotive would be more economical."

Another question was:—Has the Diesel electric principle been developed to a sufficient point yet to enable comparisons to be made with steam in regard to maintenance costs and reliability in service?

The answer was:—"No, not as to maintenance costs. From an engineering standpoint and not just propoganda, when locomotives have only been in service for a year, you have not a true idea of what the ultimate maintenance is going to be, but the maintenance of it should be very low. Of course, during the first year we would expect it to be so."



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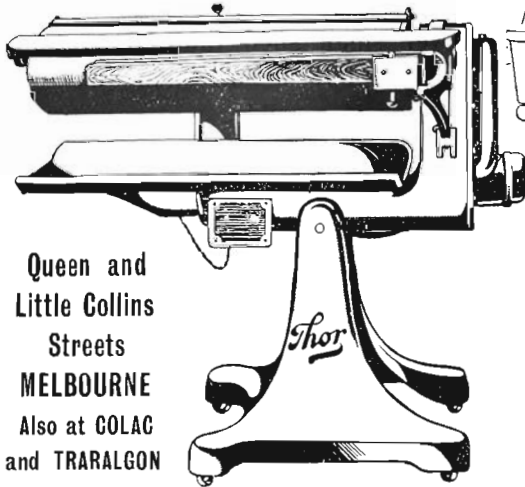
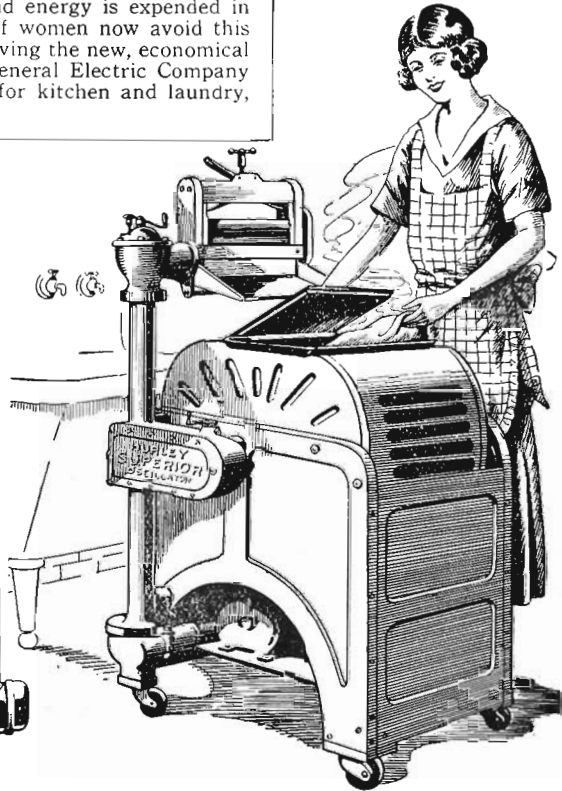
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\* \* \*

The aim of the Victorian Railways Department is to provide such a service. Our every energy is directed to this one end. The latest ideas and the most improved methods are closely watched and introduced as opportunity offers.

Locomotives, rolling stock, tracks and other facilities are given frequent and close inspection to ensure them being in good condition at all times.

\* \* \*

Officers and employes are selected with great care, and skilled railway operators and workmen are thoroughly

instructed in their duties and examined at intervals, the one objective constantly in mind being the provision of first-class service which will please our patrons.

\* \* \*

Although we are constantly on the alert to detect faults, it is reasonable that customers may at times observe imperfections not apparent to us.

However small such faults may be we want to know about them and to remove them if possible.

That is why we invite constructive criticism and suggestions. Those who respond to our request confer a favour on us and, in addition, they do a good service to all other railway users.

\* \* \*

We continue to receive from our customers many letters of appreciation containing suggestions. We welcome these, and we place great value on the assistance thus offered.

CONSTRUCTIVE CRITICISM AND SUGGESTIONS INVITED

# THE VICTORIAN RAILWAYS MAGAZINE



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on*

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VOL. 3.  
No. 8.

AUGUST  
1926

# PURELY AUSTRALIAN



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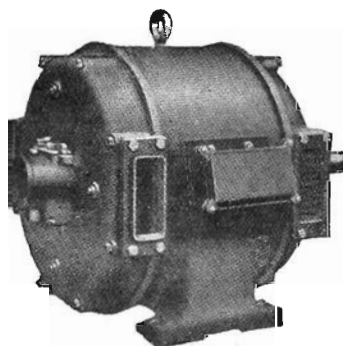
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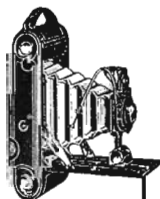
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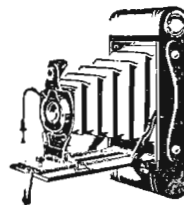


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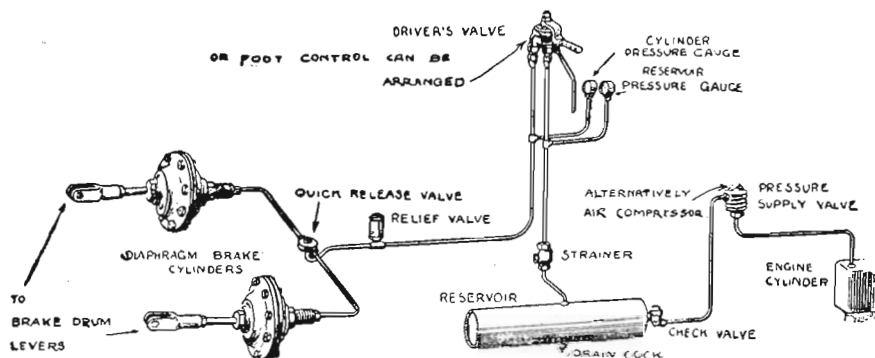


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# The Victorian Railways Magazine

ISSUED UNDER THE AUSPICES OF THE VICTORIAN RAILWAYS INSTITUTE.

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## PRINCIPAL CONTENTS FOR AUGUST

	PAGE
THE PUBLIC—OUR CUSTOMERS By W. H. Sawyer, President East St. Louis & Suburban Railway, (Illinois, U.S.A.)	5
RAILWAY TRAVEL IN JAPAN . . . . . By H. Lloyd	7
Railroading in the Land of the Rising Sun.	
MT. BUFFALO NATIONAL PARK OFFERS ATTRACTIONS FOR EVERYONE By Fred Chalwell	9
All necessary snow equipment available at the Chalet.	
THE TELEGRAPH—AN AID TO TRANSPORT . . . . . By W. J. McCarter, Train and Telegraph Officer	11
VICTORIAN SHEEP AND CATTLE TRUCKS ARE THOROUGHLY CLEANED . . . . .	13
THINGS WE ARE TALKING ABOUT . . . . . Railway Matters of the Moment	14
Refreshments on Trains—Special arrangements for travellers on country trains.	
NEW ELECTRIC KITCHEN FOR RAILWAY PATRONS . . . . .	15
Up-to-date equipment facilitates rapid service to diners.	
A TRIP ON THE FAMOUS SUNSET ROUTE . . . . . By A. Davies	16
Young Victorian railwayman in America gives an interesting description.	
WELL-EQUIPPED WORKSHOP FOR THE ELECTRICAL SUPERINTENDENT . . . . .	19
GETTING BUSINESS FOR THE RAILWAYS . . . . .	20
How a live railwayman secured a consignment of turkeys for his line.	
WATCH OUT FOR THE WIG-WAG SIGNALS . . . . .	21
AUTOMATIC COUPLERS INSTALLED ON NARROW GAUGE LINES . . . . .	22
Fine co-operative effort by men in all branches.	
NEW RAILWAY BRIDGE ACROSS THE MURRAY WILL BENEFIT VICTORIA AND NEW SOUTH WALES . . . . .	23
REPORTS ON NEW RAILWAY PROPOSALS BY STANDING COMMITTEE . . . . .	25
RAILWAY TRAVEL AND WINTER COMFORT . . . . .	27
NEW GARRATT LOCOS. ARE OPERATING SATISFACTORILY . . . . .	28
GENERAL PRAISE FOR V.R. STOREHOUSE AT SPOTSWOOD . . . . .	31
What visitors have said about our housekeeping methods.	
WARRAGUL RAILWAYMEN FEATURED IN A DOUBLESREAD OF PHOTOGRAPHS . . . . .	34-35
MEMBER OF PARLIAMENT ATTENDS BENDIGO FUEL CONSERVATION MEETING . . . . .	36
SIGNALMAN WHO PUT THE FIRST TRAIN THROUGH TO KEW . . . . .	44
Some of Mr. P. Fennessy's reminiscences.	
THE USUAL BUDGET OF SPECIAL FEATURES — WOMEN'S PAGE, CHILDREN'S PAGE, GARDENING NOTES, WIRELESS ARTICLE, BOOK REVIEWS, INSTITUTE ACTIVITIES, and PERSONAL ITEMS.	

Articles published in the Victorian Railways Magazine express the views of contributors, and are not to be accepted as coming from the Administration unless specifically stated.

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It is delivered free to all members of the Victorian Railways Institute.

Articles and reports on matters of interest to employes, short stories and verse, photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor, "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

All enquiries, except on advertising matters, should be addressed to the Editor.

Telephone enquiries to Central 5480; or Railways 174.

For advertising rates, application should be made to the Railways Advertising Division, Savings Bank Buildings, corner of Spencer and Collins-streets, Melbourne.

Telephone enquiries to Central 6414, or Railways 139.

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## TOPICS OF THE MONTH



### Tell the Public

**E**LSEWHERE in this issue will be found an excellent article by Mr. W. H. Sawyer, a leading American railwayman who recently visited Victoria. He enjoins railwaymen to take advantage of every opportunity for telling the public about our work by speech or personal contact.

It is true that nothing is so impressive as the spoken word, and, provided the speaker knows his subject, it is sometimes more effective than literature.

Perhaps the average railwayman may ask how he, within his limited sphere, can be expected to speak to the public concerning railway operation. But there are many opportunities even for those in the lower spheres of railway activity. The first thing is to know one's own job thoroughly, and the next is to be able to speak about it intelligently.

Railwaymen should also miss no opportunity to acquaint themselves with the wider aspects of railway work, not only for their own information, but to assist them in informing the public.

Some railwaymen may not know that the departmental films, "The Victorian Railways at Work," those depicting tourist resorts, are available for projection.

There is no charge for the exhibition of these films, and application for their use should be made to the Betterment and Publicity Board.

### Link Up With Success

**T**HE average man does not like to be connected with anything which is not a success. Nobody can blame him for this. Everyone wants to be in the lead if possible, not solely because it looks and feels good, but because it is natural to want to be on the winning side.

That's the way every Victorian railwayman should feel. If he does not feel that way, then he has got the wrong point of view. Every man in the Victorian Railways family should put his best into his work to ensure that this big railway system of ours is kept in the lead so far as transportation progress is concerned.

Railways are the same as any other commercial enterprise. They must have an adequate income. They cost a lot of money to build and operate, and it takes money for them to maintain their activities efficiently.

We can maintain our lead as the principal carrying organisation of this State only when every employe has made up his mind to be on the winning side and works with that objective constantly in view.

We cannot afford to be onlookers at the struggle which has already commenced between the railways and road transport systems. We must take one side or the other. Our interests are inseparably bound with the success of the railways, so we are in duty bound to ensure that the railway interests are conserved.

# The Public—Our Customers



Honesty of purpose, honesty of thought, must back any successful public relations policy. With a sound policy, the executive makes its dissemination his personal business, by word of mouth, by newspaper advertising and by other means available. Here is an article which should be read by every railwayman.

By W. H. Sawyer, President, East St. Louis and Suburban Railway and East St. Louis Railway, East St. Louis, Ill.).

(Reprinted from the *Electric Railway Journal*).

WHEN speaking of public relations, I have in mind our relations with our customers and also those who represent them. There is no other problem of the executive on a par with this. It is his chief responsibility.

A good salesman is not discourteous to his customers. A good salesman assumes that his acquaintance of to-day is a potential customer of to-morrow; he appreciates that a satisfied customer is his greatest asset. True, he wants to give good service. But why? So that he may have satisfied customers. The success of a business depends on its ability to satisfy its customers. All other factors fade into insignificance.

I appreciate, of course, that being human, we cannot always do all those things we so earnestly desire to do. But there is one thing we can and must do, and that is, we must obtain and keep the respect of all of our customers. There are times when some of our customers are selfish and unfair, and ask for special privileges which cannot and should not be granted, but we must so conduct ourselves that they must respect us even when we say "no."

I have no use for the executive who panders to the public by false or even partially false promises under the guise of public policy. He has no moral or business right to make a promise which he has not every reason to believe he can fulfil. It is far, far better to say "no" and to say it definitely and decisively, and to explain in detail why he is obliged to say "no."

It is very easy to agree and say "yes"; but we must always remember that our business in the community is a continuous performance, and often saying "yes" to-day but stores up trouble for to-morrow. It is best to meet the

issue clearly and definitely; too many of us fail to do this.

I desire, of course, to have my associates, my customers, and my friends like me, but over and above that I try so to conduct myself in my business that in the final analysis they all must respect me and my business, whether or not they agree with me or like me.

Let me carry this point still further. The operating executive has no right to agree to something which he personally believes is wrong when he agrees to it, just because it lessens his burdens of to-day. His position calls upon him to assume such burdens. He has no right to agree just because it will bring him

the plaudits and approbation of the public, sweet as they may sound to him at that time. Being a good fellow is not necessarily good public policy; nor does it in the end necessarily bring about satisfactory public relations. The chief essence of a correct public relations policy is fairness and justice, and fairness and justice can never be one-sided.

A correct public relations policy necessitates sincerity. We are fooling only

ourselves when we think we are fooling our public. Sincerity, honesty and fairness are essential to respect. I say this not from the standpoint of morals, but from the standpoint of good, hardheaded business.

A correct public relations policy must be backed by unquestioned honesty. I do not mean honesty in the technical sense, but honesty of purpose, honesty of thought—a definite intention to play fairly. One trouble with this public relations problem is that, although we executives apparently largely agree with one another, we each have our own interpretations and our own reservations.

No one questions the advisability or the necessity of good public relations, but there are still to-day too many of us who do not

## SPEAK MORE.

*I believe that the average executive is not doing his full duty to his company or his community in that he does not do enough public speaking. People may all read the newspaper advertisements, the placards, the signboards, and the company publications, but nothing is so impressive as the spoken word, especially when it is reinforced by publication in the news columns as worth-while news. No operating executive is so busy but that he can and should appear personally before regulatory commissions and councils, and also before public clubs and associations, and tell his story so that those present may have first-hand information, and also be able to judge for themselves as to the ability and sincerity of the speaker.—W. H. Sawyer.*

appreciate that our public policy problem is not being correctly handled by us.

Recently the writer talked with two prominent executives regarding public relations. One of them was very definite in his statements and thoughts as to the satisfactory handling of his own public relations problem. To my mind his public relations problem was being handled most unsatisfactorily, most disadvantageously to the executive himself and to the corporation which he represented. But to listen to this man you would have thought that he stood in the front rank as a leader in the satisfactory handling of his public relations problem.

My experience would prove his measuring stick wrong. It is a fact that his attitude to-day is considerably different from what it was ten years ago, but my thought is that it will take another ten years of progress before he will be up with the requirements of to-day.

The second executive was just as blunt and definite in his statements, but they were to the effect that he fully realised the extent to which he and his company were lacking in the correct handling of this problem. This executive has a national public policy record of which he has a right to be proud. Yet he lamented the fact that as yet he had been unable to do many things which he knew needed to be done.

### A Big Problem

The problem is so big, so important, that the man who thinks he is handling it entirely correctly is but fooling himself. It needs the best thought, ability and energy which we can give it. Again I say, none of us is doing his full duty along this line.

None of us practices all we preach; none of us practices all those things which we know are good business so far as our public relations policy is concerned; none of us exerts himself to the extent that he should; none of us executive operators makes his public relations problem his personal, individual business to the extent that he should.

We must all take a look at ourselves. Not a one of us is doing himself or his corporation full justice along this line, and as a class we are not doing what we think we are doing.

I say all this despite the fact that to-day we are all doing the kind of a job that merits approbation. My point is, that we can all of us do a better job if we will but analyse and study this particular human problem in the same way that we study and analyse our mechanical and electrical problems.

The executive who is to-day doing the best job is the executive who appreciates the magnitude of his public relations problem and understands it well enough to realise that he is not doing all that should be done.

### TELL THE FACTS.

*Our customers cannot believe in our ability if we do not operate efficiently. But even though we must give good and efficient service if we are to satisfy our customers, yet having done these things which within reason all of us are doing to-day, we cannot expect the public—our customers—to believe either in our honesty of purpose or in our ability if we do not acquaint them with the facts.—*  
W. H. Sawyer.

—our customers—to believe in us and to respect us.

The problem, therefore, resolves itself into a determination of what we should do in order that we may bring about this belief in our honesty of purpose and in our ability. It goes without saying that our customers cannot believe in us if our employees, who are our direct associates and our representatives, do not thoroughly believe in us.

To my mind here is the connecting link between public relations and employe relations.

It also is apparent that our customers cannot believe in our ability if we do not operate efficiently. But even though we must give good and efficient service if we are to satisfy our customers, yet having done these things which within reason all of us are doing to-day, we cannot expect the public—our customers—to believe either in our honesty of purpose or in our ability if we do not acquaint them with the facts.

We must not be content with the assumption that we are doing our full duty toward informing our public through the medium of newspaper advertising, either as to our honesty of purpose or as to our ability, but every day, every minute of the day, every executive and every one of his associates must be on the job spreading the facts and bearing out these facts.

### Publicity is Everyone's Job

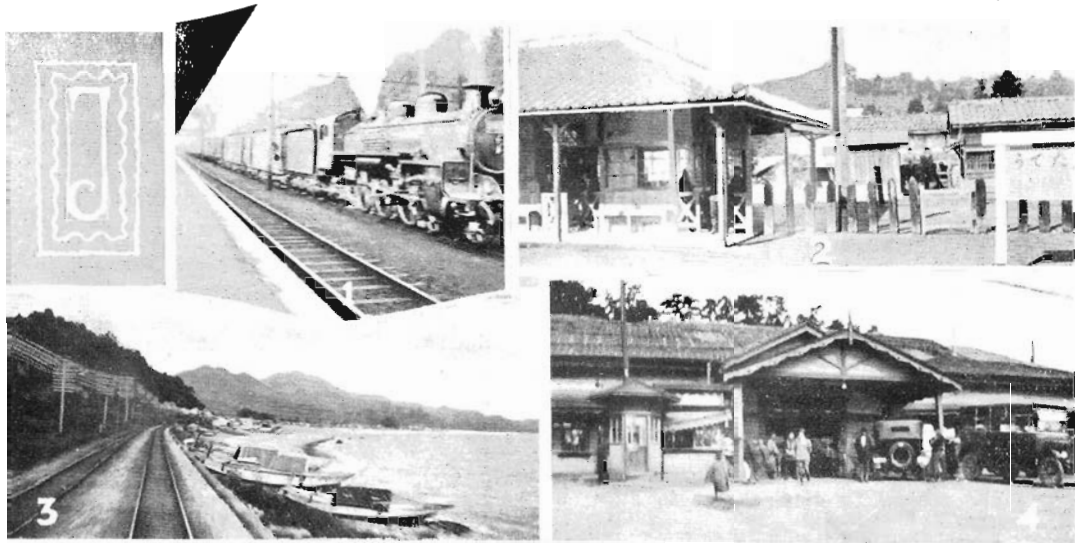
The publicity specialist is a most helpful asset. But publicity must be everyone's job, and the leader of them all must be the operating executive, who should so conduct himself that he is an inspiration to his associates, so that they are not only ready, but willing and sincerely desirous of doing their share toward informing the public as to just what we are doing, and more particularly as to why we are doing it.

All employes must be kept generally well posted as to company conditions and policy. The publicity specialist particularly must be so close to the whole organisation that he has complete information as to the plans and policies, and can speak with authority second only to the operating executive. The publicity man should know the public policy of the company as well as the transportation superintendent knows his schedules and the reasons for them.

Newspaper advertising is but one of the requisites of a correct public policy programme. The railway executive should take an important part in community (continued on page 54)

It has, of course, been reviewed many times before, but let us again review some of the important features which make for a sound public relations policy. Let us clearly keep in mind also that in order to accomplish the most from a public relations standpoint we must get the public

# Railway Travel in Japan



Scenes on the Japanese Railways.—(1) Express Train standing at Kozu Railway Station; (2) Kozu Railway Station; (3) Along the coast of the Japan Sea; (4) Kitajū, "Summit of the Alps."

Travel is a great education, but when to an Australian comes the opportunity of travelling in Japan he is more than ever impressed with the truth of this saying. It fell to the lot of Mr. Harold Lloyd, a Victorian Railway customer in business at Leon-gatha, to travel through Japan recently, and his experiences on the Japanese railways were full of interest.

THE first contact we had with Japanese rail-ways was at the office of the Minister for Railways, Tokio, where we had the pleasure of meeting the Minister and seeing the official photographs of the havoc caused by the earthquake in 1923. The fact that all the damage to the railways is now repaired speaks volumes for the efficiency of the Japanese Railways administration.

Nothing was too much trouble for the Japanese railwaymen, and everywhere we went we were treated with the utmost courtesy and kindness.

At the outset we purchased a ticket for the round trip, Tokio to Tokio, covering in the interval between 600 and 700 miles. The total cost was less than £2/10/-, and the ticket gave me the right of staying at any point on the route as long as I wished, provided the journey was completed in three months. It struck me that if something similar could be arranged here it might assist tourists to live up to that splendid slogan, "See Victoria First."

The fact which stands out in my memory concerning the Japanese railways was the alertness and smart uniforms of the train officials. This is explained, perhaps, by the fact that each man is a trained soldier. The total railway staff in Japan numbers more than 181,000.

The trains consist of three classes. The carriages in each class are recognised by a distinctive band of color on each side from end to end—first-class white, second-class blue,

third-class red—and the tickets are the same color as the color on the car.

The cars are the same length as those in Victoria, the third-class being fitted with wooden seats, the second upholstered, and the first similar, but with the addition of a head-rest for each passenger.

First-class cars are run only on express trains, and as the greater part of our trip was done in ordinary trains it was a week before we travelled first-class.

Most of the cars are similar to our Tait carriages in Victoria, while some have the seats along the sides with the centre open. It was in one of this type that our first journey to Nikko was made.

We soon discovered that the refreshment stations, as we have them, are few and far between, and all food must be purchased from boys at stopping places from 20 to 30 miles apart.

One of the wonders of our three weeks' trip on the Japanese railways was the fact that not once did we see a single grain of rice dropped by a Japanese passenger. Within 20 minutes of passing a refreshment station the whole train is swept out, bottles, food, boxes and soup basins cleared away, and each car thoroughly cleaned and dusted.

On every station platform from end to end there is a white line drawn about three feet from the edge of the platform, and no person is allowed to overstep this line towards a train while the train is in motion.

At Nagaoka, Mr. Horokoshi, the engineer in

### OUR COVER DESIGN FOR AUGUST.

*Our cover design this month represents the latest tourist poster issued by the Victorian Railways Commissioners, directing the attention of tourists to the facilities for snow sports at Mt. Buffalo National Park, Victoria.*

*The poster, which is the work of a leading Melbourne artist, is reproduced in the full size in the same colors as on the cover, and, posted at stations, it is proving an effective means for directing the attention of tourists to the facilities at this wonderful resort. Completion of the remodelling of the Châlet in the National Park now makes this establishment the premier guest house for tourists in Australia.*

charge of the Shimizu Tunnel, very kindly arranged for us to see this work, which will be six miles long when completed. We left Nagaoka at midday in one of the old style of trains, and instead of cars being heated by steam, as in the newer trains, each has a stove in the centre in which coal or wood is burnt. Reaching our destination for the night, Mr. Horokoshi joined us at our inn, where we were the second foreigners ever to stay at the place.

Next morning we left by car for Shimizu, and after about an hour's run, got on an inspection train, as the line was to be opened two days later. That wonderful trip, winding through the valley of the Vono River, with mountains three and four thousand feet high, covered with the wonderful autumn-tinted maples, will last as long as memory itself.

Reaching Yuzawa station, we found the place beflagged and arches erected, and here we left the inspection train and boarded an electric car on a 2-ft. gauge to complete our journey, reaching the tunnel about 11 a.m., and found a camp of hundreds of men with a construction plant of the latest machinery.

#### A Mile Underground

Here is the west portal of Shimizu, 2000 feet above sea level, and our ride into the face on an electric trolley was the writer's first experience of being a mile underground.

When this particular line is completed, not only will there be a six-mile tunnel, but there will also be a looping the loop under a mountain. This is to save snow trouble, as from November on there is 10 feet of snow.

In the very high parts of Japan the engine is taken off, and this happened at Kurazowa, which is 3000 feet above sea level. Three electric motors are attached, two in the front and one in the centre, to take the train the next four miles, during which the height rises to about 5000 feet.

The power is obtained from a third rail. The motors are replaced later with another steam engine to finish the journey to Tokio.

The couplings on the trains are automatic, which means a great saving of risk of lives, as well as a time saver. On some of the ordinary trains, and all express trains, there is an officer who speaks English fluently and is ever ready to give any information.

The meals on express trains are very fine, and foreign food can be obtained just as easily

as Japanese food. On one train our breakfast, which was beautifully served, cost 74 cents for two, which works out approximately 9d. each.

The observation cars on express trains are fitted with swing easy chairs and writing desks. They reminded me very much of my tour on the Reso Train.

Tunnels take the place of cuttings in Japan, and on one run along the west coast we passed through more than forty in an hour. In several places the line is so close to the sea that brakes of bushes are erected to prevent the spray coming into the carriages.

Two ideas which struck me as being rather good were the following:—On the name board at every station the distance to the next station on each side is shown thus:—

5 M | 8 M

At Kyoto Station there is a communication board, with the following wording:—

“Passengers desiring to communicate with friends expected later, are invited to write messages on this board.

Message written at . . . . . a.m. or p.m.”

All messages may be removed after a lapse of six hours.

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## New Rail Motors

**S**PECIFICATIONS have been drawn up by the Railway Department for several double-ended rail motors, and the Chairman of Commissioners, Mr. Clapp, stated recently that alternative tenders would be invited in all countries for petrol-electric and Diesel-electric drives. In America, he said, experiments were being made on practically all lines with small Diesel-electric locomotive, but there was not yet sufficient evidence regarding their working to indicate whether they would be successful.

In the case of rail motors, however, it had been found that a direct drive was not suitable for motors developing over 100 h.p. in double-ended vehicles with bogie wheels. The mechanism with a direct drive was exceedingly involved compared with the simple electric drive. The Department had not yet decided the routes on which the new rail motors would be used.

# Mt. Buffalo National Park

August is the month in Victoria when the snow sports enthusiast is given full opportunity for enjoying his pastime to the full. Mt. Buffalo National Park is the place to which his or her steps are turned, and the well-equipped and modern Chalet, controlled by the Victorian Railways Commissioners, is the snow sports headquarters. Mr. Fred Chalwell, the Sports Equipment Expert at the Chalet, tells in the following article some of his experiences, and of the requirements for an enjoyable holiday among the snow.



OF all the mountain resorts in Australia none is so enthralling or offers such scope for the full enjoyment of a holiday under ideal conditions as the Mt. Buffalo National Park.

Though, of course, the National Park has a strong appeal at all seasons of the year, it is during July, August and September that snow sports enthusiasts and others who desire to see the mountain under winter conditions make Mt. Buffalo their rendezvous.

Since the last winter season the Railways Commissioners have erected a very fine winter sports room, and a quantity of new equipment has been obtained from Norway and elsewhere to enable tourists to enjoy sports on the snow to the full.

There is now in the sports room 145 pairs of Norwegian ski, 312 ski sticks, 12 flexible flier toboggans, 18 Canadian type toboggans, 5 Norwegian bob sleighs, 3 Swiss bob sleighs, 6 ski-boggins, 70 pairs of steel skates, 2 Norwegian horse-drawn sleighs with harness, 200 pairs of snow boots, one set of horse and trailing gear, and 24 snow capes.

The skis are imported from Norway and are made of selected hickory. The average length is 7 feet 6 inches, according to the height of the person.

We are always impressing upon the tourists here at the Mt. Buffalo National Park that they must take great care of the skis to get the best use and fastest speed out of them. Skis that are allowed to come in contact with stones or the ground become grained, and the surface is spoilt and they lose their speed.

It is quite possible for an expert user of the skis to attain a speed of 60 miles an hour under the best conditions. The record jump of the world on a pair of skis is 235 feet long and 60 feet into the air. This feat was accomplished in Canada by Mr. Reg. Hall.

As a sport ski-ing cannot be excelled. It affords splendid exercise with plenty of exhilaration, and enables one to traverse snow-covered areas with a minimum of discomfort.

Tobogganing is a very fine form of amusement which does not require so much skill as with skis. Under good conditions a high rate of speed can also be attained on a toboggan. In fact, the speed can become too fast if inexperienced persons are riding on

the toboggan and lose control when travelling on frozen snow.

There are many types of toboggans and bob sleighs to seat from one to six persons simultaneously. It is good fun if there is a good layer of snow and it is soft and the whole party is precipitated into the snow when travelling at a good rate of speed.

There are two skating lakes at Mt. Buffalo National Park—Lake Catani, which covers 65 acres, and the other at the Crystal Brook (10 acres).

## Many Forms of Amusement

Curling, hockey, flag races, waltzing on skates, and figure skating are among the many forms of amusement which can be had on the ice, and many expert skaters visit Mt. Buffalo each year to take advantage of the pure ice skating.

One need not be an expert to enjoy skating. Everyone had to make a commencement at one time, and there are usually plenty of proficient skaters available to teach beginners. Any person who has a fairly good balance can learn to skate fairly well after one day's practice, and at about the end of the first week the tourist feels at home on either skis or skates. If one wishes to become really expert, however, i.e., to "stunt" with every confidence, it takes about four seasons of hard practice.

The skates which we use at Mt. Buffalo are all of the screw-on type, i.e., they screw firmly on to the soles of the boot.

The staff at the Chalet, Mt. Buffalo National Park, are available to give all information to tourists free of charge, either concerning the use of sports equipment or on the geography of this wonderful plateau. There is a growing demand for our services in directing tourists for trips to points of interest, and we frequently supply experienced guides to take ski-ing parties to the Horn or other places and give them instruction on the way.

My experience in the mountains in north-eastern Victoria extends back a good many years. As a boy of 12 years of age I lived at Harrietville, and have spent the greater portion of my life in this region. Snow sports, therefore, come natural to me, and having skated on Lake Catani 14 years ago I claim to know something about this fascinating pastime.

## Mt. Buffalo is now Known as Mt. Buffalo National Park

*The Victorian Railways Commissioners, who control the Chalet at this famous resort, are of the opinion that the term "Mount Buffalo" was not an adequate designation for this wonderful holiday region, which, it could now be claimed, was Australia's leading tourist resort. The mountain was only one of its many features, said the Chairman of Commissioners (Mr. Clapp) recently. The Plateau itself, with its fourteen square miles of territory, was unique among tourist resorts of the world, and it had wonderful scenic attractions peculiar to itself. It was a resort which, were it in Europe or America or any other country, would be the outstanding national attraction for tourists.*

*Unfortunately, many Australians and even Victorians did not realise the amazing grandeur of the Mount Buffalo National Park. Accommodation for tourists was provided in the premier guest house of Australia and absolute comfort was guaranteed.*

*Apart from the mountain itself and the wonderful Buffalo Gorge, there was the scenic drive through the National Park to the Chalet, which for beauty of scenery and attractive surroundings could hold its own with any similar drive in Australia.*

*Few people realised that when they reached the Chalet they were on top of Mount Buffalo, or as it has been termed, "on the roof of Victoria," and that there were dozens of beauty spots, and points of vantage from which wonderful panoramic views could be obtained without climbing.*

*The great holiday area of Mount Buffalo National Park was one of Nature's most lavish contributions to the scenic beauty of our continent. Parliament, in its wisdom, had decided that it should be preserved for the use of the people for all time. It was only proper, therefore, that the district should be given its true title, "Mount Buffalo National Park."*

Some very fine skaters visit the National Park from time to time. They come from all parts of Australia and they represent all nationalities. The best skiers come from Norway and Canada. Some of them have become regular visitors because it is here that they obtain conditions comparable with those experienced in their own country.

At one time it was an uncommon sight to see a few people going out on skis from the Chalet, but it is now quite a common sight to see as many as 130 people leave or return to the Chalet during the morning or evening.

My first experience with the skis was in the mining camps situated in the ranges near Mount Feathertop and Mount Hotham. Quite a few of the miners in those days travelled on skis from the mines to Harrierville in the heavy snow at the week-end, while the mailman similarly carried the mails from Harrierville to Dargo and the outback country. Mt. Buffalo was never thought of as a National Park in those days.

Though it is possible for people to be lost among the snow in the mountains when fogs and snow storms overtake them, we can generally trace them fairly quickly by following the tracks of their skis in the soft snow. If you become lost at any time it is a good plan to stop, to light a fire, and wait until the rescue party arrives to put you on the right track again.

I cannot stress too much the importance of coming to Mt. Buffalo National Park properly

equipped in the winter. Men will find riding breeches and puttees the most serviceable. They should also have plenty of warm clothing. Women should come equipped with a solid leather boot, a boy's school boot preferred, with a wide flat heel and firm solid soles. With footwear unsuited to the conditions tourists are likely to spoil their whole holiday.

Some people think that because I have lived in this area nearly all my life that I should be tired of it, but I do not think I will ever tire of life in the mountains. It is a great free open air existence, and one comes to look upon every mountain peak as a personal friend. It is a great life—the seasons coming and going and something new to interest one all the time. The tourists, of course, provide plenty of diversity, and with the new faces which come and go we find plenty to keep us interested in our work. It is a pleasure to show people round this wonderful plateau, which world tourists have assured me many times has features not possessed by any other tourist resort they have ever visited.

We are very proud of our fine Chalet now that it has been completely remodelled, and every member of the staff does his utmost to ensure that tourists have an enjoyable time during their stay at the National Park. To every tourist who reads this article, we offer a personal invitation to visit us at the sports room and seek the benefit of our advice concerning the best type of equipment to use and how to use it.

# The Telegraph—An Aid to Transport



*Some of the telegraphists who handle the formidable array of wires despatched daily from the head office.*



Learned men have marked the steps of civilisation in pre-historic times as the Stone Age, the Bronze Age, and the Iron Age, and following these in rapid sequence are the Steam Age, and the Electric Age. Nothing is more vital to train operation than the electric telegraph.

(By W. J. McCarter, Train and Telegraph Officer.)

LET us imagine for the moment the slow-moving world in which our grandfathers and great grandfathers lived, before the coming of the locomotive, the steamboat, and before the invention of the telegraph, telephone and electric light.

To journey from London to Paris was a trying undertaking. Barely 70 years ago it required almost a week to reach Ballarat from Melbourne, and pioneers, sweltering in the heat up north, cut off as it were from civilisation, required several weeks to travel their stock to the market, often to find no buyers.

"He who lives in isolation knows nothing of what others are doing."

But the saying that "Nothing is constant but change" proved true then as now, for the rapid development of the locomotive brought districts and towns into reasonable communication with one and another, and hastened the transit of goods. Most of this unfolding was witnessed by the pioneers of the country, and progressive growth still continues to this day, but with greater rapidity by our having learned the use of a still more modern agent—electricity.

The immense development of electric working—attained in a space of about 80 years—has been the product of great minds.

In 1832 the idea of the electric telegraph occurred to Samuel Finlay Morse, while on a sea voyage, but not till 1844, after much disappointment and difficulty, did he have his

hopes confirmed in the working of the first telegraph over a distance of 40 miles.

"If it will go ten miles without stopping, I can make it go around the world," he said during an experiment. Did he realise that the system within three parts of a century would radiate throughout the globe, and that distance would appear to be annihilated?

To-day we live in a world of movement, the vital characteristic of which is the distribution of commodities among persons and places. In a small way this may be done from hand to hand; but a community itself cannot exist disassociated, for its requirements frequently extend to commodities that it cannot produce, which necessarily must be obtained elsewhere.

The wellbeing of a community relies on production in plenty of commodities desired by other communities with which it has communication. The lack of communication, whether it be railways or telegraphs, limits its range of commercial activity. It is business that makes civilised life possible and enables men to have comforts and luxuries that would otherwise be beyond reach.

Whether a man be a scientist, manufacturer, blacksmith, farmer, railroader, or telegraphist, he is producing something for mankind, and it is his business to offer it in the best possible manner, not only for his own sake, but particularly for his fellows, which is a proper and highminded endeavor.





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*An unusual picture taken on the Walthalla narrow gauge line in Victoria, showing the train running under a fallen "forest giant." The tree is quite sound, and the railway experts do not consider it necessary to move it, as it is not likely to interfere with traffic in any way.*

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The telegraph plays an important part in this service; it is a necessary fixture for directing the movement of trains and traffic. But for its aid it would be impossible to handle the traffic. The absence of adequate telegraph and telephone communication means additional tracks and increased train mileage. It therefore follows that the telegraph is a promoter of economy and facility of operation, and permits the products of industry to be quickly moved from point to point while the traveller on the fast train is generally unimpeded.

The telegraph is the silent force of the railroads, yet the circumstances would indeed be most exceptional were its help not an important advantage. An engine fails, connecting trains are late, floods disturb the track, and many other causes for train delay call for the prompt operation of the telegraph.

It is no overstatement to say the sending of telegrams is made so convenient that many are despatched unnecessarily, and it would appear that senders of telegrams sometimes forget that it takes a telegraphist longer and costs more to despatch a long message than a short message.

Daily at the Central Telegraph Office of the Victorian Railways Department 7000 telegrams are handled; during the busy season the figure reaches 8000 telegrams a day.

Let us take a glance at the Telegraph Operating Room. On the door of the room the visitor is informed the office is "Strictly Private."

As the visitor enters, owing to the clicking of the telegraph instruments, he finds himself raising his voice to speak to his guide, and lowering his head to hear more clearly the words describing the various functions of the telegraph gear.

Youths are hastening from one telegraph line to another, others are date stamping and despatching telegrams by pneumatic tube, and older men are stationed at different parts of the office supervising the traffic.

On the walls, hung neatly, are colored maps

showing the districts allotted the various officers.

In a conspicuous place stands an address board; on it is the address of each officer, and a space is provided for temporary change of address. In the south end the switch board is located; here the whole of the lines of the State and office apparatus are concentrated, each to its proper set of plugs.

Fifty-two telegraphists are required in 24 hours to work the 28 telegraph lines, which represents 4000 miles of wire. Included in this mileage are nearly 1000 miles of super-imposed lines over which simultaneous telegraphy and telephony are operated. The introduction of super-imposed lines has saved the State thousands of pounds in new line wire.

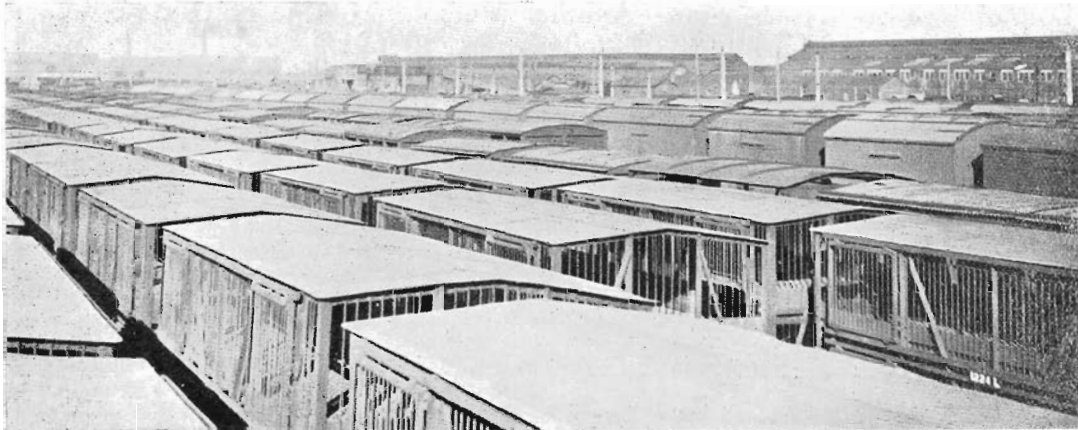
The economic aspect of obtaining telegraph circuits as by-products from telephone circuits has always been an important consideration by those responsible for providing adequate telegraph and telephone facilities.

A few years ago it required 22 minutes to deliver a telegram; to-day, thanks to an excellent pneumatic tube service connecting the telegraph office with the main rooms of the Railway Buildings, only four to six minutes are necessary.

It is not generally appreciated—except on occasions when one not fully qualified attempts to work a line in a busy telegraph office—that to become an expert telegraphist requires a vast amount of time and patience and unweary application. The day of the railway telegraphist who was content to be guided by prior practice, because it was such, or who was satisfied to live within the narrow boundaries of his department, has vanished. The experienced telegraphist of to-day is a man acquainted with the working of each department, and by his breadth of vision has the confidence of all.

Notwithstanding the skill shown in the design, construction, maintenance, and operation of the telegraph system, its proper application to the movement of railway traffic with safety and despatch relies on intelligent co-ordination and co-operation.

## Live Stock Trucks Constantly Cleaned



*This general view of some of the cleaned cattle trucks docked in the North Melbourne Yard gives some idea of the extent of the work involved in the washing and cleansing of Victoria's rolling stock.*

Few people know that the Victorian Railway Department's live stock trucks are thoroughly cleaned at intervals. Last year no less than 22,343 sheep and cattle trucks were washed out and cleaned at North Melbourne. This work was carried out by two men under Foreman-in-charge F. G. Turner, who has had experience of truck cleaning on the Victorian Railways for 16 years.

THE Department's 1244 sheep and 699 cattle trucks are not easily cleaned. As soon as the trucks are released temporarily from service and are available for attention, they are assembled in the washing dock alongside the North Melbourne station. Here Foreman Turner's two men come into the picture.

One of them is armed with a pitchfork and his job is to clear out the straw from the cattle trucks. His companion's more spectacular weapon of offence is a 40-ft. hose with a nozzle diameter of two inches. Exerting a pressure of from 75 to 100 lbs., the irresistible stream of water from this hose is sufficient to sweep the interior of the truck from corner to corner and leave it scrupulously clean.

On an average, four minutes is the time taken to clean one truck. That means 15 trucks an hour, which is certainly some going.

Of course, this time often varies—Foreman Turner can remember one particularly obstinate vehicle which resisted all attempts to

cleanse it for 30 minutes.

To meet the fluctuating requirements of the work, a special roster has been arranged for the cleaning staff. On Tuesday and Wednesday they are on duty for 10 hours, on Thursday and Friday eight hours, and on Saturday four hours in the morning and eight in the evening. On Monday they are booked off duty.

The monthly records of cleaned trucks run to imposing figures. Thus, during August of last year, 1099 sheep and 1314 cattle trucks were washed out, while 1005 sheep and 1115 cattle trucks were accounted for in January of this year.

In all, 11,333 sheep and 11,010 cattle trucks were cleaned at North Melbourne from July 1, 1925, to June 30, 1926. For three men, this is indeed a remarkably fine performance.

Emergency truck washing operations are carried out when necessary at Ballarat, Seymour and Bendigo, but the number of vehicles handled at those centres does not approach the formidable records put up at North Melbourne.

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## A Head-porter With a Fine Reputation

The well-known Head Porter of Castlemaine (Mr. Paddy Liddy) is never happier than when he is helping somebody.

Two letters of appreciation of his kindly help which were received recently have been brought to the notice of his district officers:—

"Herewith I am sending your overcoat, which you so kindly loaned us last night, and for which I thank you most sincerely. We found your coat very useful; it kept the little girl nice and warm during the long wait and the journey home. I would be

pleased if you would convey to the other members of the staff our thorough appreciation of their kindness. —C. Robertson, Bendigo."

"I wish to thank you for your kindness in assisting my daughters when passing through Castlemaine on the evening of the 14th inst. Would you please be kind enough to look out for them again on the evening of the 31st inst., when they will be changing at Castlemaine on their way back to Bendigo.—(Mrs.) A. C. Smyth, 'Nampoo,' via Wentworth, River Murray, N.S.W."

# Things We Are Talking About

## Cost of Railway Construction—Another Melbourne—One of Our Railway Customers—Goods Train Operations

### Goods Train Operations

**D**ETAILS prepared by the Railways Commissioners of the loading of goods trains in the last 12 months show that the greatest average weight per mile of goods trains taken over the whole system occurs in January and February, when the wheat harvest is being transported.

This year the greatest average weight per month reached was about 395 tons per mile run.

The loading was lightest in July, when it fell to about 370 tons. According to districts, the heaviest trains are run on the Geelong and Ballarat lines, the train loads on these lines each reaching 465 tons in the months of heaviest loading.

The returns also show that the loss of time in which engines are standing in steam is greatest in the metropolitan district. The time lost in the metropolitan district varied between 48 and 57 hours per 1000 goods train miles, while in most of the other districts the loss of time was only about 20 hours per 1000 miles run. The average time loss per 1000 miles for the whole State was about 23 hours.

### More than One Melbourne

**T**HERE is more than one Melbourne on the map. Recently a claim, addressed to the "Melbourne Goods Station," was received by the Goods Superintendent of the Victorian Railways from the firm of Hovis Ltd., of Manchester, England.

This claim was intended for the Melbourne goods station of the L., M. & S. Railway Co., in Derby, England, and was duly returned to the claimant.

The papers thus travelled round the world and back to reach an address a few miles from the sender.

### Our Biggest Customer from Maryborough

**C**R. H. F. WILLIAMS, produce merchant, is the biggest individual customer of the Railways Department at Maryborough. Produce, mostly chaff, is despatched by him from Maryborough, Avoca, Moolort, Bet Bet, Dunolly, Bealiba and Emu throughout the State.

Cr. Williams stated recently that he was doing more business now than at any other period of his 36 years' experience with the Railway Department. He despatches produce right throughout the year, and is proud of his business association with railway officials.

On being asked how he fared as regards transport Mr. Williams said that he had no complaints to make. In fact, at the present time he experienced 100 per cent. efficiency.

Every effort is made to meet his truck orders, and his produce reaches destination stations within reasonable periods.

### Refreshments on Trains

**S**PECIAL arrangements have been completed by the Railways Commissioners to provide refreshments for travellers on country trains which are running so that they cannot stop at the stations where refreshments are ordinarily available for sufficient time to enable passengers to obtain refreshments.

In future, when country trains are late the conductor will ascertain how many passengers desire to be supplied with refreshments, such as luncheon cartons containing sandwiches, cake, and fruit. This information will be telegraphed to the refreshment-room station ahead, and 1/- for each luncheon carton will be collected and paid in at the refreshment-room.

The conductor will obtain the luncheon cartons and deliver them to the passengers by whom they were ordered. Should a passenger desire a hamper to be supplied, the refreshment station will be advised, and the manager will make the best arrangement practicable. The charge for a hamper is 4/- for one meal and 3/- for each additional meal.

### Costs of Railway Construction

**I**NTERESTING figures concerning the costs of railway construction are given in the 36th General Report of the Victorian Parliamentary Standing Committee on Railways, presented to Parliament last month.

The cost of railway construction shows little variation since this time last year, the Committee states, the price of Australian steel rails remaining at about £12 per ton. A mile of track represents, with 60-lb. rails and fastenings, 102 tons for the two rails, so that approximately £1224 would be spent in rails and fastenings alone (apart from points, crossings, and construction costs).

Taking a length of track on fairly level country, with easy formation and few curves, costing, say, £6000 per mile, the items forming this total would at the present juncture be approximately as follows, labour being included in each case:—Track (rails, sleepers and ballast), £3000; earthworks, £2000; bridges, buildings, etc., £1000.

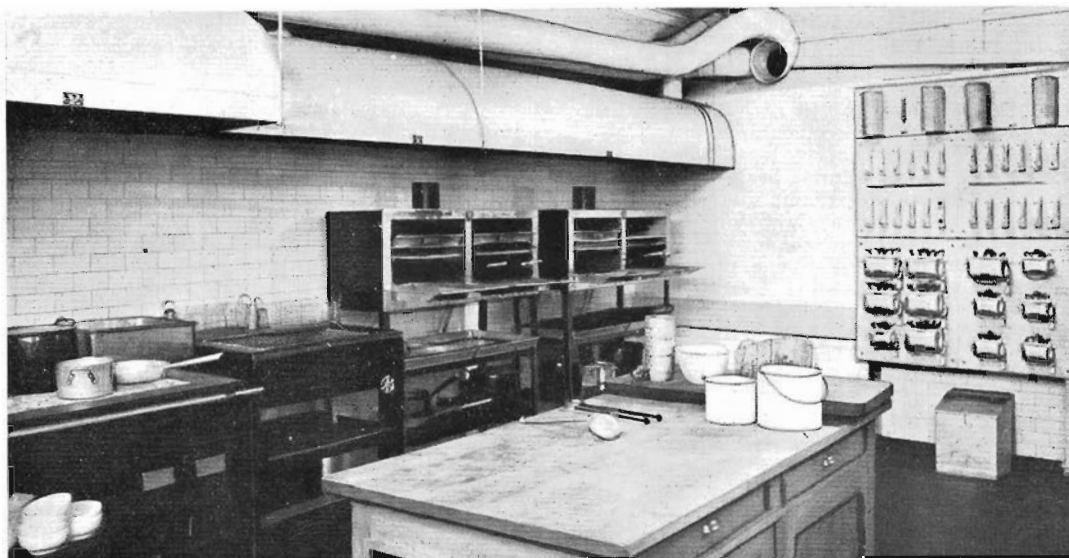
### Railwaymen Assist Bush Fire Sufferers

**R**AILWAYMEN throughout Victoria responded nobly to the appeal inaugurated by the Lord Mayor of Melbourne for the relief of sufferers from the bush fires which raged in the mountain districts of Victoria last summer.

A total of £1476/5/3 was contributed by railwaymen in the various branches, and was handed over to the Central Committee controlling the collections and disbursements.

The Commissioners have noted with pleasure this splendid response to the appeal, and have requested the "Magazine" Editor to express their appreciation to everyone who contributed.

# Electric Kitchen Cooks for Railway Patrons



One of the most up-to-date kitchens in the City of Melbourne has been fitted up by the Victorian Railways Commissioners to facilitate the service to railway patrons at Flinders-street. The electric appliances were designed and made by the Electrical Branch of the Victorian Railways.

**I**N this spotless kitchen there are two double grillers, and each half of these grillers is capable of grilling a dozen chops or steaks and two dozen pork sausages. At peak periods this battery of grillers is capable of providing 350 perfectly cooked and freshly served meals an hour.

The heating elements for the grillers are capable of producing a heat of 1000 degrees Fahr., allowing an ample margin for all cooking purposes. The elements themselves are protected by a wire grid so that the cook cannot touch them with a fork. Safety arrangements have been incorporated.

Drip trays are fitted to catch the melted fat, and fumes from the cooking are carried away from the kitchen by an electric ventilating fan. The whole of the appliances in the kitchen are on castors, which can be locked so that in ordinary circumstances they are immovable; but for cleaning purposes each piece of apparatus can be unplugged from the wall and moved out to enable them to be cleaned efficiently.

The floor of the kitchen is composed of a patent material called magnesite, while the walls of the kitchen are covered with white tiles.

Here, again, the Electrical Branch of the Railways has designed and made a most effi-

cient deep fat frying appliance. This apparatus holds about 36 pounds of fat.

There is also a hot top on which it will be possible to cook eggs and bacon for breakfast and perform any boiling or stewing operations. This is a commercial article not designed by the Railways Electrical Branch.

In addition to catering for the public, the meals for the large staff of waitresses employed in the rooms have to be provided. Two electric ovens are supplied for their needs. These are erected at a height most convenient for using them.

Then there is an electric hot cupboard, in which plates will be placed, and on top of which the cook will place the ordered grills ready for the waitresses to take to customers. This apparatus is a railway production.

The Electrical Branch has designed and manufactured electric hot water storage tanks. These are fitted with thermostats, so that their action is entirely automatic.

There is one other piece of electrical apparatus in the kitchen, that is an automatic electrical ice-chest.

On the serving counter in the light refreshment room there is an automatic electric toasting machine that is capable of supplying every customer with freshly toasted raisin bread at any time.

Let your friends in the big Railway Family know, through the Magazine, of your progress.

# A Trip on the Famous Sunset Route

Describing his experiences in America, Mr. A. Davies, a young Victorian railwayman, in a further letter to the "Victorian Railways Magazine," tells of an interesting journey he made on the famous Sunset route from New Orleans to San Francisco.

**A**FTER having visited Chicago, the world's largest railroad centre, I left Chicago at 12.30 p.m. on the "Panama Limited." After covering 527 miles I arrived at Memphis, in Tennessee, at 1 a.m., where I broke the journey and had a look at the Illinois Central railroad shops, and their big freight yard with its "Hump" for making up trains.

A Mallet engine, 2-8-8-4 type, pushes a rake of cars up the hump, and as the cars are released, men called "riders" ride the cars down the grade.

As outgoing freight trains are made up air is put through the train (this is supplied in pipes from a compressor), the brake rigging is inspected, journals oiled and train checked.

These freight trains usually average from 80 to 110 cars and weigh from 3000 to 4000 tons.

After leaving Memphis at 11.55 a.m. the next day I arrived in New Orleans at 11 p.m., where I stayed for eight days and had a look at the different railroads which terminate there.

## A Thousand Wonders

I will now describe my trip from New Orleans to San Francisco, over the Sunset Route, called "The Road of a Thousand Wonders."

The Southern Pacific's rail line begins where the giant yellow Mississippi embraces the quaint attractive metropolis of New Orleans, a city more than 200 years old.

Westward lies the route, and the line threads the land of cypress and oak, of sugar cane, rice and cotton, along the Mississippi overflow for a hundred miles.

Then come the broad prairies of the Attapas, where they begin at Lafayette and stretch level to the Sabine, where Texas is reached and the 900-mile run up to El Paso is commenced.

Prairies, and pine trees, rice fields, and saw mills, oil derricks, thriving towns and cities extend for miles and miles.

After passing Beaumont we came to Houston, with its up-to-date buildings and commercialism—a great commercial centre.

West again for more than 200 miles we reach San Antonio, one of the gateways into Mexico, a large cattle centre.

Then comes 600 miles of western Texas, with its cactus, sheep, cattle and wilderness.

We dash along the Rio Grande, after leaving Del Rio, cross the beautiful "Devil's River," thence to Pecos over the wonderful steel viaduct more than 2000 feet long, spanning the stream at a height of 321 feet.

The divide is reached at Paisano, and from this elevation we slip down to El Paso, 200 miles away—El Paso, where Old and New Mexico and Texas join hands—a progressive city of smelters, industries, schools, and irri-

gated valleys.

Thence into New Mexico, dry and level, and into and across mystic Arizona, where the mountains are always in sight.

Past Tucson and down hill to Yuma and the swirling Colorado River, then down by the Salton Sea over 200 feet below sea level, and soon we enter the Imperial Valley, once a desert, now one of the most productive regions in the world. Water has been diverted from the Colorado River to irrigate the 600,000 acres of fertile soil. Almost all crops and vegetables are grown, and sheep and cattle are raised.

We enter sunny California, with its orange groves, olives, apricots and alfalfa, up-to-date towns and paved roads, and continue on until we reach Los Angeles, called the "City of Angels," with its great harbor, charming homes, fine hotels, and industrial activity.

Northward the train follows the coast line. At Montalvo we first glimpse the Pacific, which we skirt for 102 miles. We reach Santa Barbara, marvel city of beauty.

Following the Pacific, we arrive at San Louis Obispo, where, after 16 miles over the mountains, we cross the Cuesta Pass, then into Watsonville, the great apple growing district.

For almost 100 miles the line is lined with prunes, apricots, peach and plum trees, till we come to the South San Francisco industrial district, and the Southern Pacific shops and freight yards.

## Sunset Through the Golden Gate

Then seven miles brings us to the end of our journey; we have reached San Francisco—western terminus of the Sunset Route. At nightfall the tinted sunset is seen through the Golden Gate, from which the route gets its name.

This route is used by many passengers from San Francisco to New Orleans, where through connections can be made by rail to Chicago, New York or cities north.

Fast passenger boats run from New Orleans to New York by way of Florida.

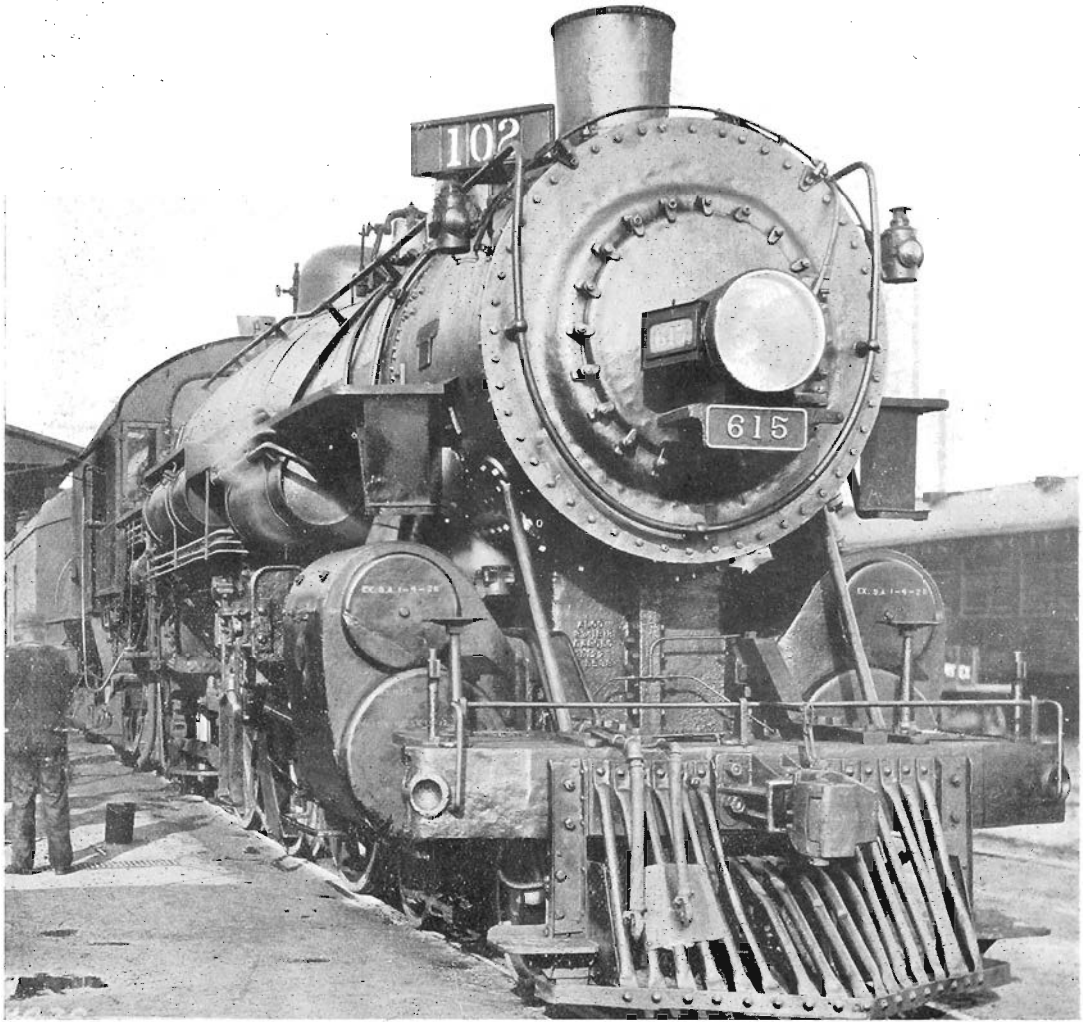
This trip of 2479 miles is done in 72 hours, leaving San Francisco each night at 6.15 and arriving at New Orleans three days later.

The Sunset Limited draws all Pullman coaches and one observation car and baggage car. It has its barber's shop, shower baths, drawing and smoking rooms, library, and a ladies' maid is available for hairdressing and manuring.

The engine is 4-8-2 mountain type of 3250 h.p., carries 12,000 gallons of water and 4000 gallons of oil—a total weight of 305 tons (246,000 lbs.) on drivers.

The journey is claimed to be dustless, for the reason that the engine is equipped with an automatic sprinkling device and the road bed is rock-ballasted.

(See picture on opposite page)



*The "Sunset Limited" about to leave Houston for El Paso, 832 miles away. Four locomotives are used on the entire trip of this famous train from New Orleans to San Francisco. The first runs from New Orleans to Houston (362 miles), the second from Houston to El Paso (832 miles), the third El Paso to Los Angeles (815 miles), and the fourth Los Angeles to San Francisco (471 miles). The locomotives are oil burning.*

## Big Hill Tunnel, Near Ravenswood

When repairs were being effected recently to the Big Hill Tunnel, near Ravenswood, workmen discovered two bricks bearing inscriptions, which on being followed up were found to refer to the deaths of two men which occurred during the sinking of the trial hole, preparatory to the building of the tunnel, in 1859.

The bricks, which are located side by side, bear the following inscriptions:—"B.T.R., SON OF E.H. AND B.R." and "B.R., KILLED 10TH DECEMBER, 1859," and are to be found about 70 yards from the Melbourne end of the tunnel on the "up" or right hand side.

Further inquiries revealed a grave located about the 92¾ mile post on "up" side of line, with a headstone of Harcourt granite in the shape of a big wedge or keystone, but bearing no inscription, the head of the grave being inside the railway boundary fence and foot in an adjoining paddock, the fence having been erected midway across the grave.

"THERE is not a comparable city in the world that gives a better service than the Victorian Railways in Melbourne. You have a right to be proud of it. That is not "bull," as we fellows call it—that is "honest to God" goods—there is not a comparable city in America. I have seen a whole lot of the world, and I know all of America, and I have read of elsewhere."—**Mr. W. H. Sawyer**, electrical expert, of U.S.A., speaking to Victorian railwaymen.



When the Commissioners were on tour at Gisborne recently, Mr. Clapp was handed a bunch of large exhibition chrysanthemums, grown by one of the railway employees, Mr. George Harris. Mr. Clapp appreciated the gift, and was much pleased to know that the flowers were grown by a railway man.



## HORTICULTURAL NOTES

### SOWING AND PLANTING FOR AUGUST.

Artichokes (tubers), Artichoke, Globe, Asparagus (seed and roots), Broad Bean, Beet (red), Broccoli, Brussels Sprout, Cabbage (class 3), Chinese Cabbage, Caper of Commerce, Cape Gooseberry, Capsicum, Carrot, Celery, Chives (plants), Cucumber, Egg Plant, Endive, Horse Radish, Kohl Rabi, Leek, Lettuce, Marjoram (plants), Melon (preserving, Rock and water), Mint (plants), Mushroom Spawn, Mustard, Onion (Brunner's Perfect, Brown Spanish), Okra or Gombo, Parsley, Peas (English Wonder, Great Crop, Dwarf Defiance), Potato (Early Manistee, Carman), Pumpkin (Triamble), Radish, Rhubarb (seed and roots), Sage (plants), Salsify, Sea Kale (seed and plants), Squash, Tarragon (plants), Thyme (plants), Tomato (early sorts), Turnip, Vegetable Marrow.

**A**FTER a long and somewhat dreary wait, the gardener can now turn towards his work in a more cheerful frame of mind, as many of the seedlings obtained from the seedsmen may be put out, and a quantity of seed sown, especially towards the latter end of the month.

There is much to be recommended in the setting aside of a plot of ground in the reserve garden, or vegetable quarter, for the purpose of cultivating suitable annuals to supply decorative material throughout the season. Serious raids are often made upon the flower garden, and, as a matter of course, much of the beauty and effect is lost, and this after infinite pains have been bestowed to produce a fine display.

**Sweet Peas.**—A row of sweet peas may well form the background of the cut flower department, and, provided the plants are liberally fed with liquid manure, and the soil is maintained in a moist condition at all times, there will be no necessity to draw upon or interfere with those in the flower garden proper.

Poppies should find a place in this reserve garden. The plants may be thinned to at least a foot apart each way, and, further, the ground must be loosened between them from time to time in the summer. The same applies to coreopsis. The various varieties may be sown in drills this month where they are intended to bloom, and be thinned to a foot apart.

The surplus plants may be utilised to fill vacant sites in the herbaceous border, or to form any brilliant groups in the shrubbery. Space must also be found for stock and mignonette. The larkspur should not be overlooked, and may be coupled with the clarkias in being very accommodating and very floriferous. They are usually sown very thickly on account of the seeds being inexpensive, but we would emphasise the importance of allowing each plant from 9in. to 1ft. of space.

**Petunias** are showy and popular plants that make a very effective display. A small packet of seed will raise with care from 50 to 200 plants. The seeds should be sown in gentle heat, the compost being loam and leaf soil in equal parts, with a little sand added to make the soil porous. The seed being very minute, great care must be exercised in sowing. The usual mode of procedure is to mix the seed with a little sand to secure its equal and even distribution.

Towards the end of the month sowings may be made of Antirrhinum, Calliopsis, Candytuft, Celosia, Cornflower, Dianthus, French and African Marigolds, Gaillardia, Larkspur, Lupins, Stock, Sunflowers, Shasta Daisy, etc. It is well to remember in this connection to make a point of sowing seeds thinly. Fine seeds simply require scattering over the surface and raking in; larger ones, like those of nasturtiums and sunflower, should be pressed about an inch deep in the soil. As soon as the seedlings

are well above the ground, take advantage of showery weather to thin them out freely, so that each plant, as it grows, has space to develop into a bushy specimen.

**Carnations.**—Young plants of carnations may be set out now. These charming flowers are universal favourites, and there is undoubtedly no hardy flower more deserving of cultivation.

Now is a suitable time to lift, divide, and re-plant overgrown perennials. Lift each plant carefully, and pull it to pieces, reserving the outer and younger portions for replanting, and discard the inner parts, which are exhausted and useless.

### VEGETABLE GARDEN

This will be a very busy month in the vegetable garden. Those who are inclined to be venturesome may make a sowing of French beans, but it is just possible that disappointment may follow. Early tomatoes may be started now. These do best when grown on supports, and like cucumbers and marrows, will need shelter at night from frost. Successional sowing should be made of peas and broad beans.

**Celery** is one of the most important vegetables. For an early crop a pinch of seed may be sown and placed under glass; when the seedlings are large enough, prick off into boxes, and by the time they are ready to set they will be nice, sturdy plants.

**Mustard.**—White mustard for salad or garnishing is grown in precisely the same way as Cress, and is cut at the same period of growth. Mustard and Cress are generally sown together, but as Mustard matures the quicker, the Cress seed is generally sown four or five days before the Mustard, so as to have both plants ready for cutting at the same time.

Mustard is perfectly hardy, and seed can be sown the whole year round. During hot weather, however, select a shady position, and water freely. It may be grown in boxes or on a piece of thick cloth, kept moist. Any kind of light soil is suitable, and even water alone will enable it to grow large enough for use.

**Cress.**—This annual salad is easily grown, even by those who do not possess a garden. Cress may be grown in a back yard or a shallow box filled with soil, and in the garden it will do well in any rich, light soil. Curled Cress is perfectly hardy, and the seeds may be broadcasted thickly every two or three weeks to preserve a succession. In the summer Cress requires a shady position, and plenty of water to produce crisp and tender growth. The crop is ready to cut for salad in from three to four weeks, and may be gathered as soon as the primary or rough leaves appear, when the plants should be cut close to the surface of the ground.



*Little Jean Thornton, aged 18 months, daughter of Mr. A. J. Thornton, on the Staff of the Betterment Board, takes an interest in every issue of the "V.R. Magazine."*

# Electrical Superintendent's New Workshop is Well Equipped



*View of portion of the new workshop recently taken over by the Electrical Superintendent.*

Mr. J. D. Ravenscroft, the Electrical Superintendent, has just taken possession of this fine, well-equipped workshop at the corner of Lonsdale and Spencer Streets. Up-to-date plant has been installed, and a staff of 83 is now housed in the new building.

**I**NCLUDED in the new plant is a Universal milling machine, power press, engine lathe, circle cutting and flanging machine, screwing machine, cramp folding and bending machine, and a punching and shearing machine.

The new shop is under the supervision of Foreman B. B. Johnson, and the work performed there by the staff comprises repairs to all plant in the suburban area and electrical manufacturing of every description.

The huge 12,000-kw. generators from the Newport Power House, and the rotary converters, transformers, armatures and pony motors from all substations, are repaired by the staff at the new workshop.

Positive and negative switches, hinge clips,

contact clips, angles, steel tees, cleats, insulators and tee iron insulation fittings are also manufactured there, in addition to the train indicators in use on metropolitan stations and cooking appliances for refreshment rooms.

In short, every conceivable type of electrical equipment and accessory, from choke coils and float switches to meter boards, will be constructed in the shop. Much rewinding work on generators, current and potential transformers, pony motors and motors in general will be carried out, too.

After the larger machines have been repaired and rewound, they are put through a "drying-out" process, and then thoroughly tested before being allowed to pass into commission.

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## Meeting Competition at Maryborough

**P**PROMPT action is necessary in these days of keen competition. An advertisement appeared recently in the Maryborough "Advertiser," advising business people that a motor truck would commence running at an early date between Maryborough and Ballarat.

This caught the attention of Mr. H. E. Russell, District Superintendent, who attended the monthly meeting of the Maryborough Traders' Association on July 3 and explained the Department's policy and the desire of the Commissioners to cater for their customers by rendering efficient service.

Mr. Russell pointed out he was available at all times to supply any information that

might be required, and he was pleased to render assistance in order to establish the heartiest co-operation between the Department and its customers.

Mr. Russell also directed attention to the valuable asset Maryborough had in such a big railway centre. It was in the interest of the town and district that the business be held.

Representative traders, speaking in appreciation of the Department's policy, expressed surprise at learning of the average weekly amount distributed in wages at Maryborough by the Railway Department. Each speaker stated that he was satisfied with the treatment received, and they unanimously agreed to continue their patronage to the Railways.



# Getting Business for the Railways

Many of the present-day railway executives in America owe their high position to the zeal which they displayed early in their careers in getting business for the companies by which they were employed. Here's a good story of how a young railwayman obtained a consignment of turkeys for his line.

A DOZEN years ago a man, whom we will call Howard, now holding one of the high positions of a certain line, was appointed freight representative of his company in a specified district. It was a new agency and business was dull; there was strong competition; if Howard was to hold his job he had to hustle.

It was about the time that South Texas was developing as a turkey-raising centre, and word came to Howard one day that several carloads of turkeys were to be assembled at a tiny village for shipment to New York City in anticipation of the Thanksgiving trade.

If half-a-dozen cars could be routed over his railway on their way to New York, it was worth some effort.

Howard arrived in the village early one morning and learned that a wholesale grocer of the place was to be the shipper. The grocer did not care particularly how the cars should be routed; his only concern was that they should reach their destination promptly.

## Personal Contact Counts

Representatives of several railroads had written, soliciting the business, but Howard was the only one to come in person. The grocer would make up his mind about it later. The turkeys had not yet arrived, anyhow.

Howard learned that the birds were expected the following day. A great drive had been organised along the main road leading into the village. Starting 20 miles out, the turkey herders conducted their charges afoot through the country, the flock receiving accessions from the farmers along the route. Howard hired a horse and buggy from the village livery stable and drove out to meet the drive encountering it 10 miles from town, an enormous army of hens and gobblers in charge of half-a-dozen men and a small boy.

To this day, Howard states, he does not know exactly why he made this country excursion, except, perhaps, the hope that if he showed himself to be of a helpful disposition,

the wholesale grocer might be more inclined to send the shipment according to his wishes. As it turned out, his good offices were quite welcome, because the turkey herders were having considerable trouble with their charges as they approached the village on account of the more frequent teams and motors that disturbed the serenity of the feathered marchers.

It was just before noon when Howard joined the march and prospects seemed rosy for reaching town the same day. Some delays occurred, however, and they were still a couple of miles out as the sun approached the horizon.

Unfortunately, at the same time a considerable clump of trees was encountered that stood on both sides of the road, making the declining day seem still more imminent. The head of the column of turkeys wavered, then came to a full stop. A leading gobbler cocked a desirous eye at an overhanging branch, spread his wings and shot upward. This was the bedtime signal. In ten minutes several thousand turkeys en route to the Thanksgiving festivities of New York were comfortably fixed for the night in a grove two miles out of town.

## Out Again Before Daybreak

There was nothing for Howard to do but to drive into town for the night, taking three men and the boy along with him, the others staying with the turkeys. Before daybreak they were out again, in time to see their charges flutter down from the trees and make ready for the march. In the village, the leading herder had purchased several bags of wheat on which the birds breakfasted. Small particles of lump salt had been cunningly mixed in with the corn, a feature that Howard did not understand until the turkeys reached a small stream of water, when its object became apparent. The turkeys were naturally thirsty and drank hugely, thus materially increasing in weight.

When the livestock had been safely delivered Howard approached the wholesale grocer to renew his request that his railroad should be given a portion of the haul. He appeared, he confesses, little like the typical representative of a great corporation. His shoes and hat were white with dust. On account of getting up at three o'clock in the morning he had not shaved, and his clothes had lost their civilized look through his efforts as a turkey drover. The wholesale grocer regarded him earnestly.

"Well, I'll be dog-goned!" he said at last. "If you're sport enough to go through all that to get a few cars of turkeys sent over your railroad, I'm sport enough to give you the business. Come on in the office and show me how you want them sent."

(With acknowledgments to "The Saturday Evening Post"—from an article by J. R. Sprague.)



One of the fine departmental residences being erected for railwaymen at Balranald.

# Watch Out for Wig Wag Signals!

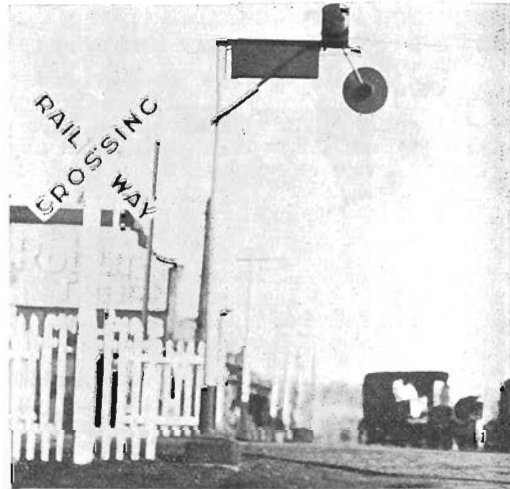
Every person in the community, and especially drivers of vehicles, should make themselves familiar with the Wig Wag warning device at level crossings. You should learn the working of this device for your own protection, and you should tell others of the need for every caution where a Wig Wag is installed.

At most railway level crossings trains can be seen approaching for a good distance, but at certain crossings where, owing to the nature of the surrounding country, a good view is not obtainable, a level crossing device has been installed, known as the "Wig Wag" signal.

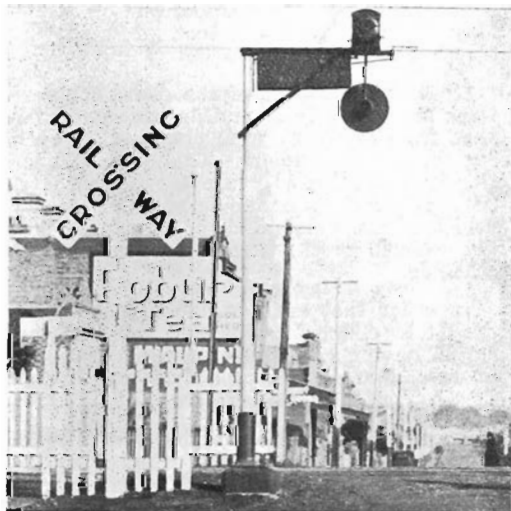
As disobedience to the warning of this device may mean death or serious injury, the accompanying pictures, which show the meanings of the signals, should be closely studied and committed to memory, so that the signals may be correctly interpreted and danger averted at the crossings where this apparatus is provided.

At two locations there are at present Wig Wags of a design which causes the disc to disappear when the way is clear. These are shortly to be replaced by our standard Wig Wag, on which the disc hangs stationary in the "all clear" position.

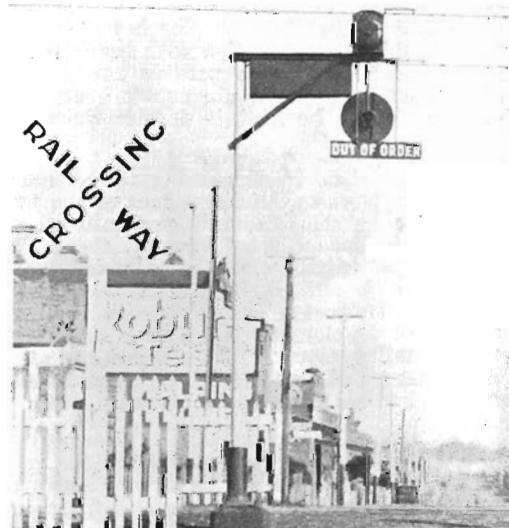
The "Wig Wag" signal has been provided for your safety. Learn and always keep in mind what its signals mean.



The second picture shows the disc swinging, when a bell rings, indicating the near approach of a train. At night a red light shows in the centre of the swinging disc and the bell also rings. Never attempt to cross when you see the disc or red light swinging or hear the bell ringing. This means **DANGER—STOP**.



This picture shows the signal in the normal position. The disc is hanging stationary, indicating that there is no train approaching in the vicinity and that it is safe to pass over the crossing. At night no light is showing when the signal is in this position.



The last picture shows the device out of action, the banner having fallen exhibiting the notice, "Out of Order." Regard this signal also as **DANGER**, and Stop, Look and Listen to make sure all is clear before you cross.

# Fine Co-operative Effort for Automatic Coupler Installation

By a fine effort of co-operation by men in all branches, automatic couplers were installed on all rolling stock on the Victorian narrow-gauge lines recently. The work on the Colac-Crowes line was completed three hours ahead of schedule time.

**O**WING to the heavy annual loss incurred in working certain narrow-gauge lines on the Victorian Railways, it was decided about two years ago to purchase two Garratt engines, of considerably greater haulage capacity than the existing narrow-gauge engines.

To make effective use of these it was necessary to strengthen the drawgear of rolling stock utilised on the lines affected, and this change naturally had to be brought about without appreciable dislocation of traffic.

The type of coupler adopted was similar to the American "McB" standard, but much lighter. This coupler had an 8in. x 6in. shank, compared with 4in. x 4in. in the case of our standard narrow-gauge coupler.

The main work of strengthening drawgear of the cars and wagons from the Colac-Crowes and Moe-Walhalla lines was carried out at Newport at a rate of about 16 vehicles per week, all necessary maintenance being effected at the same time.

Owing to the amount of business being handled on these lines requiring all available rolling stock, it was impossible to store converted vehicles until the change-over was complete, and as the McB. coupler is not capable of operating in conjunction with the old type, it became necessary to provide for a transition coupler which would enable every possible vehicle to be kept in service the whole time.

This was done by thickening the shank of the old couplers to the dimensions of the new, and retaining the former in use until all vehicles had been altered to suit the latter. Vehicles so fitted operated normally with others which had not been altered.

The final phase of the conversion involving change of couplers on every vehicle, necessitated detailed organisation beforehand to avoid derangement of traffic. There were 119 vehicles and five engines to be dealt with.

Several tests carried out at Newport to determine the best method of doing the work indicated that a fair basis for calculation would be 30 minutes per truck for one fitter and assistant.

After considering the alternatives of converting all the stock at one centre or employing a mobile gang to travel over the line and convert vehicles wherever they might be, it was decided to concentrate the work at Colac.

To minimise interference with traffic, arrangements were made to spread the work over a week-end, May 28 to 31 being the dates adopted.

One of the problems arose from the fact that the whole of the Colac Yard could accommodate only 90 narrow-gauge vehicles, and that only two of the roads were suitable for conversion work. This necessitated clearing converted stock as rapidly as possible from Colac to make room for unconverted vehicles.

The situation was further complicated by many of the narrow-gauge trucks at Colac being loaded with timber for transfer to broad gauge. These had to be allowed to occupy valuable space in the Colac Yard the whole time.

Arrangements were made for the staff converting cars and trucks to start work at 12.40 p.m. at Colac on Friday, May 28, and every train leaving Colac after that time was made up of converted vehicles.

On Friday and Saturday train crews were employed clearing unconverted stock off the Beech Forest-Crowes section, and on Sunday, May 30, the last train load of unconverted trucks was brought into Colac.

Slightly in advance of the above conversion work the Colac loco. staff, with some assistance from Newport, were employed in changing the engine couplers. This work had to be closely co-ordinated with the carriage and truck conversions, or the despatch of converted vehicles from Colac, and their replacement by unconverted stock, would have fallen behind schedule.

In order that each engine and van taking out McB. coupler trains and returning with trains having couplers of the old type could operate, two engines and two vans were at first converted at one end only.

The whole of the conversion was completed by 9 a.m. on May 31, three hours ahead of the time reckoned on. Staff of all operating branches were concerned in the work, and everything went according to plan as a result of the admirable co-operation on the part of everyone.

Since this article was written a similar transition has been effected on the Moe-Walhalla line, and both Garratt engines are now in service. These will be described next month.

## New Bridge Across the River Murray



Of considerable importance to Victoria was the opening of the new bridge across the Murray River at Gonn's Crossing on July 1. The bridge enables a further means of railway communication between Victoria and the rich resources of the Riverina.

**A**BOUT 1000 people took advantage of the beautiful day to join in the celebrations—about half this number travelling by special train from Kerang.

After the opening ceremony and speeches had been completed, the train was run across the bridge, and the passengers who had got out on the Victorian side entrained on the New South Wales side for the homeward journey. While passengers were getting into the train, a demonstration of the working of the lift span was given.

The work of organising the ceremony was taken in hand by the Murrabit Progress Association, who are to be complimented on the fine way in which their task was handled.

On the arrival of the Commissioners' train, a ribbon was stretched across the bridge, and the crowd assembled to get a good view of the proceedings.

The Minister of Railways (Mr. Eggleston) asked Mrs. Angus to cut the ribbon, which was done amid loud cheering, and on his pronouncing the bridge open, the train steamed slowly across the new bridge.

Mr. Eggleston then said that the bridge, now an accomplished fact, had opened up great facilities. The bridge was an ornament to the Murray River, and a great link between the States.

In addition to a large mileage of new railways in Southern Riverina and Victoria, the Border Railways Act 1922 authorised the construction of four bridges, with approaches thereto, over the Murray River at Euston,

Gonn Crossing, Mildura and Abbotsford.

A Bridge Commission, consisting of two engineers (representing Victoria and New South Wales), was constituted under the provisions of the abovementioned Act, and investigated and reported on the most suitable sites and other matters relevant to the erection of the border bridges. Victoria was appointed the constructing authority for the bridges at Euston and Gonn Crossing, and the New South Wales Government for the structures at Mildura and Abbotsford.

"The bridge we are formally opening to-day is the first of the four to be completed," Mr. Eggleston said. "The erection of the bridge at Euston is well under way, and the New South Wales Government is pushing ahead with the work at Mildura and Abbotsford."

The construction of this Gonn Crossing Bridge was commenced on January 29, 1924, and the work has, therefore, occupied about 2 years 5 months.

The bridge is a dual purpose one, providing for road as well as railway traffic, and forms the connecting link between the new railway extension from Kerang to Gonn Crossing and the line at present under construction on the New South Wales side to Stony Crossing.

The total cost of erection of the bridge, together with expenditure on approaches thereto, will be approximately £56,400 (including £3400 for permanent way), and, in accordance with the Border Railways Agreement and a subsequent Cabinet decision, is being borne equally by the three bodies concerned, i.e., one-third each by the Victorian Board of Land and Works, Victorian Public Works Depart-



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*Pictured herewith is the Warragul refreshment room staff with the Manager (Mr. A. E. Cloutang) and his wife. Some fine records have been put up by these waitresses. Seventeen hundred and fifty travellers were served in the rooms on one day some time ago, and as many as 163 diners have been attended to at one meal by five waitresses.*

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ment, and the New South Wales Government respectively.

The cost of maintenance of the bridge and approaches, where the latter are used for both road and railway purposes, is to be borne by the Government of Victoria, under the provisions of the Border Railways Agreement.

The authorising Act provided that the bridge and approaches should be completed within three years from the date of the ratification of the agreement (January 1, 1923), and every effort has been made to complete the work within the specified time.

Difficulty was experienced in connection with foundation work for the river piers, the construction of same having been carried out with water usually over 20 feet deep. Some delay was also caused by the river being at high level during the summers of 1924 and 1925, but three shifts were worked as soon as practicable in order to minimise delay.

Electric welding was utilised in fixing buckle plates and other ironwork on this bridge. This is a new departure in bridge construction, which makes for economy and speeds up work.

The following details in respect to the work may be of interest:—

The work comprises the construction of 52 chains of railway, the forming and metalling of about three miles of roadway, together with the erection of the bridge, with four 24ft. approach spans, two 90ft. 7in. fixed spans, and one 60ft. 6in. lift span.

The lift span gives a clearance of 30ft. 5in. above highest known flood, and a clear waterway of 55 feet between piers.

This bridge is designed to carry a locomotive weighing 160 tons, which allows for possible increase in size and weight of present-day locomotives.

The greatest weights handled during erection were the girders of the 90ft. spans, which each weighed 21 tons.

The steelwork for the superstructure of the river spans (excluding the lift span) was obtained under contract from Messrs. A. Challengsworth Pty. Ltd., Richmond, Victoria—about half the total quantity of steel being rolled in Australia, and the whole of it fabricated at the contractor's works.

The steelwork and machinery for the lift span were obtained under contract from Messrs. G. W. Kelly & Lewis Pty. Ltd., the whole of the work being fabricated locally by the contractors.

Mr. C. Perrin, Chief Engineer of the Railways Department, said that it was about three years since, accompanied by other engineers, he had walked many weary miles up and down the river before choosing the bridge site. This bridge, he added, was original in design—its lift span was the same width as the rest of the bridge. The bottle-neck, as on other bridges over the Murray, was thus avoided, to the benefit of those who were driving stock across.

*When you have read your copy of the Magazine, please pass it on.*

# Reports on New Railway Proposals

New railway proposals were investigated by the Parliamentary Railways Standing Committee recently, and reports were presented to Parliament last month, which, if given effect to, will increase Victoria's railway mileage.

THE Committee recommends a new suburban railway from Darling to Glen Waverley at a cost of £166,000, with £49,671 for rolling stock, to serve the district between the Camberwell to Ferntree Gully and the Oakleigh to Dandenong lines.

It will be necessary for residents to provide the land for the construction of the railway. The amount necessary for this purpose was estimated in November, 1925, at £30,200; in May, 1926, as £41,500, and when the land is actually resumed it will probably amount to £50,000.

In addition to providing the land free of charge the residents of the district will be called upon to pay a betterment rate amounting to a maximum of £10,000 per annum for five years, or a total of £50,000, subject, however, to the maximum rate for any year not exceeding the loss on the new line for that year.

It is calculated that there are 6000 acres within one mile of the new line, and on an average rate spread over five years in the case of the betterment rate, and for 15 to 20 years in regard to the land compensation rate, the tax per acre will be £16/13/4. This works out at £4/3/4 per quarter-acre allotment, or approximately 1/3 per foot frontage.

It is not intended that a uniform rate shall be charged on each property, but that the rate should be varied according to the distance from the line.

A train service of 24 trains daily will be provided, 14 of the trains consisting of six cars. The terminus at Glen Waverley will be 13½ miles from Melbourne, the length of new construction from the Darling line being 5 miles 71 chains, and the time taken for the through journey to the city will be approximately 35 minutes.

## New Goods Line

Approval is expressed by the Committee of the proposals of the Railways Commissioners to run an independent line for goods traffic only between the Tottenham Yards and the Melbourne Yards. The new line will begin at the Tottenham Yards, near the West Footscray station, running closely parallel with the existing line, on the north side, to within three chains of the Footscray passenger platforms, when it will go underneath the main Bendigo line and Geelong line and pass down Bunbury Street in a tunnel, emerging to the surface at the intersection of Moreland Street, and continuing then over the Maribyrnong River on a new railway bridge, thence across the West Melbourne swamp area (which is to be reclaimed by filling from the Appleton Dock and elsewhere) to the proposed new locomotive depot adjoining South Kensington station; thence to the goods lines between South Ken-

sington and North Melbourne, and on to the Spencer Street Yard.

The proposal is estimated to cost £379,000 for the section from West Footscray to the Maribyrnong River, and £113,000 thence to the Melbourne Yard.

The existing level crossings over the Bendigo line will be abolished at Albert and Nicholson Streets, Footscray, and also the crossing over the Geelong (or Williamstown) line at Napier Street.

## Albion-Glenroy Line

Dealing with the proposal to connect Tottenham via Albion to Glenroy, Broadmeadows, Somerton or Craigieburn, the Committee reports that such a cross-country connection is justified, and will later on be recommended to Parliament, probably from Albion to one of the stations named; but owing to the uncertainty regarding the site of the new live-stock yards a final report on the matter is deferred until Parliament has expressed its opinion as to a saleyards site. The scheme provides for junctioning with the main North-Eastern line at a point about midway between Glenroy and Broadmeadows, and running thence on a separate goods track to Broadmeadows station at a cost of £407,000. The proposal to connect with Somerton would traverse the proposed live stock market site at Tuillamarine, while the suggested Craigieburn connection would serve the Keilor and Bulla districts, in which case separate tracks would be necessary for the passenger service.

## Connecting Keilor and Bulla

A progress report was submitted regarding the proposal to connect the districts of Keilor and Bulla with the existing railway system, the Committee finding it impracticable to reach finality on this question while the matter of the live stock and sale yards site is unsettled.

## Extension from Casterton

The Committee has recommended an extension of the Casterton line to a 10-mile point at Nangeela, on the Glenelg River, en route to Dergholm, with stations at Dunrobin (four miles), near Retreat (seven miles), and at the terminus.

The estimated annual charges for the first year's operation amount to £7125, and the reserve to £2938, leaving a loss of £4187.

The capital expenditure for the construction of the line amounts to £77,000, and it is recommended that a gift of £17,000 should be made from the developmental railways account so that interest will be charged on only £60,000. This will reduce the estimated loss on the line for the first year to £3295.



One of the splendid refreshment rooms on the Victorian Railways system. This picture shows the bar and portion of the refreshment counter at the Benalla Refreshment Rooms.

## Interesting Items From the Railway World

**Railway Accidents.**—On all railroads during 1924 altogether 388 employes were killed and 707 injured. Other persons killed totalled 1945 and the injured 1321.

**Record Bridge Maintenance Costs.**—London's most expensive bridge to maintain is the Tower Bridge, which costs something like £33,000 a year to keep in repair.

**Isolating Passengers with Colds.**—Railway carriages reserved for people who are suffering from a cold is one novel suggestion from overseas for preventing the spread of infection.

**Drinking Cups for All.**—Individual drinking cups, made of papier mache, can be obtained

for one halfpenny from an automatic machine placed near the drinking fountain at Euston Station, London.

**The Driver's "Crocodile."**—Electric contacts placed on the railway line, which operate a signal inside the cab of the engine and warn the driver that the signal is against him, are in use on French railways. They are known as crocodiles.

**Electricity v. Steam.**—Electricity is better than steam for short railway journeys, according to one authority. On a ten-mile stretch of line, with a station stop every two miles, 35 electric trains could be run in an hour against about 15 of the steam variety.

### *New Railway Proposals (Continued from page 25)*

#### **Dookie-Katamatite Proposal**

The proposal to connect the Dookie to Katamatite cocks spur line with the section from Benalla to Yarrawonga by constructing a connecting link between Dookie and Devenish, Dookie and St. James, or Katamatite and Yarrawonga, is not recommended. The Committee recently recommended a line from Yarrawonga to Oaklands (N.S.W.), a distance of 37 miles, and when that construction is completed an alternative means of reaching portion of the Riverina will be available.

#### **Corop Connection Not Favored**

The Committee does not consider it expedient to connect the district of Corop with the existing railway system. Calculations of the Railway Construction Branch surveyors show that there is only a small triangular area of 4500 acres that would be more than eight miles air-line from an existing railway. This would mean approximately 10 or 12 miles by road, and while in broken country such a distance might be regarded as too far to transport produce, it is considered that in level country no great hardship is entailed.

Furthermore, a line from Colbinabbin to Corop would run parallel with the line from Rushworth to Girgarre, at an average distance of 12 miles, leaving each line only six miles'

gathering ground, and probably rendering both lines permanently unprofitable.

#### **New Locomotive Shed**

The Committee recommends the Railways Commissioners' proposals for improved station, yard, locomotive, and other facilities at Ararat, at an estimated total expenditure of £85,763, of which £73,627 is chargeable to capital account, and £12,136 to working expenses, the work to be spread over a period of three years.

It is proposed to erect a new locomotive shed, with an 85-ft. turntable, to instal a mechanical coal-handling plant, construct car repair roads, and provide a vehicle and pedestrian subway at the existing Albert Street level crossing, while McLennan Street will be closed altogether.

The large "C" class engines now running between Geelong and Ararat cannot be brought into the Ararat shed, and the trains must be scheduled to permit of their running through to Stawell. This leads to uneconomical working, which will be remedied by the construction of the new shed. The carrying out of the scheme will constitute Ararat the most important locomotive depot on the main line to Serviceton.

## Railway Travel and Winter Comfort

*The care and comfort of railway passengers is the first and most important acknowledged duty of Railwaymen, and in no portion of the services the Commissioners render to travellers is this more particularly carried out than in the well-regulated system of supply of foot-warmers in the trains during winter.*

LEAVING his home to go on a journey by train to the country these cold wintry days, the traveller, doubtless, is glad to find when he enters his compartment that a thoughtful management has provided for his comfort, not only in the matter of fine upholstery and other convenient appurtenances, but what probably most pleases him is the genial warmth of the atmosphere therein, thereby ensuring pleasant travelling conditions.

It is with no small trouble and expense that the Railway Commissioners each winter bring into use an effective system of placing foot-warmers in the compartments of the carriages of all country trains.

The foot-warmer is oblong in pattern, which eminently suits the purpose for which it is used, 20in. long, flat on the nether side, thus with its weight (28lb., including contents) ensuring sufficient rigidity while resting on the floor; tapered to a crown shape on the top side, passengers seated opposite to one another may with ease rest their feet upon it, the supply being such that all may share alike.

### Charged with Acetate of Soda

It is charged with acetate of soda in a vacuum and sealed, then placed in a vat of

boiling water capable of holding dozens at once, left for at least one hour and a quarter, after which it is ready for use; it remains hot for about 10 hours.

There are 5328 in service, each of which, including its cover of carpet and canvas cloth, as the case may be, costs 25/-, and in order to provide for the daily supply to trains 41 foot-warmer plants have been installed at various railway centres throughout the State, and two in Melbourne—one at Flinders Street, the other at the shelter sheds, Spencer Street.

At the latter 850 inwards and 850 outwards are dealt with daily during the day shift, and 400 during the night shift; other centres, of course, each handle a requisite proportion.

The controlling depot for the issue of foot-warmers is the Spencer Street one. Here special equipment is in use for purposes of expeditious handling inwards and outwards, such as stripping them of their covers, detection of and repair of leakages, reheating, and replacement of covers before re-issuing.

It will thus be seen that there must necessarily be a big organisation of staff and equipment to effectively render a service of such magnitude. The reasonable comfort of railway travellers, however, as we have said, is the first consideration.

## The Days of Wooden Brake Blocks

SUCH a thing seems absurd, but Mr. G. Wilson, who recently retired from the service of the Victorian Railways Department after 42 years' service, can remember, when he first started firing, that the old "W" class

locomotives were equipped with wooden brake blocks on the engine and tender, and all the "O" class had wooden blocks on the tenders only.

This is a statement which will interest all engine-men. What is more interesting is the fact that a set of brake blocks would be worn out on the journey from Wood-

end to Melbourne, and a special staff had to be maintained constantly reblocking the locomotives.

### On the Footplate for 31 Years

Mr. Wilson joined the Victorian Railways in 1884, and during his long period of service has been to all the important centres in the

State, either as a driver or stationed at the principal depôts. He was at Numurkah several times working under that well-known foreman, the late Mr. William McKenna.

Mr. Wilson was on the footplate for 31 years and was stationed in that time at Port Fairy, Geelong, Camperdown, Shepparton, Sale and Fern Tree Gully. At the three latter places he was driver-in-charge.

After 12 years in the suburban steam service Mr. Wilson, who reached the age of 65 years in July, was relieved from his arduous duties on the track and was appointed hostler at the North Melbourne Loco. Depôt, where he has been stationed for the last five years.

His one regret at leaving the Service is the fact that he will miss the associations of practically a lifetime, and especially the men with whom he has been working at the depôt.

"I can honestly say that I have never done £1 worth of damage or caused loss of life during my period of service," said Mr. Wilson, as he conversed with the Editor of the "Magazine" on the day he left the Service.

"Of course, when I make this statement I do not include mishaps over which I had no control, although mishaps may have happened to the train which I was driving."

Mr. Wilson drove many notabilities during his service, including Lord Hopetoun, Lord Brassey and Sir Reginald Talbot, all Governors of the State.





# The New Garratt Locomotives Are Now In Running

Two new Garratt locomotives, imported by the Victorian Railways Commissioners, have now been placed in commission—one on the Colac-Crowes line and the other on the Moe-Walhalla line. Some interesting notes concerning these locomotives are given herewith.

TO minimise the cost of operating the Colac-Crowes and Moe-Walhalla 2ft. 6in. gauge lines, it was decided about two years ago to instal on each of these lines an engine of much heavier tractive power than the NA type.

Owing to inadequate boiler capacity (brought about by limitations in regard to weight), the NA engines have never been reasonably efficient locomotives. When hauling a very modest trainload the steam requirements have necessitated a very high firebox draft, rendering perfect combustion impossible.

Limited tank capacity and inefficient utilisation of steam involved stops for water at very frequent intervals.

In selecting a more powerful type of locomotive for these lines the alternatives were:—

- (a) Adhering to the wheel arrangement of the NA class, but increasing the weight on wheels by including a much larger boiler, and
- (b) Introducing an engine with more wheels than the NA class, to carry a larger boiler without increasing the maximum weight on any pair of wheels.

The former alternative involved considerable expenditure on track, whereas the latter necessitated only the purchase of engines of a patented type with articulated or jointed frames capable of conforming to curves of two chains radius, of which there are a number on both lines.

The latter course gave promise of producing a saving just as great as the former on a much smaller outlay, and was accordingly adopted.

## Engines Assembled at Newport

After inviting tenders, an order was placed for the manufacture of two Garratt engines with Messrs. Beyer, Peacock Ltd., of Manchester, England. These engines were delivered in April last, assembled and completed at Newport, and went into service on the two narrow gauge lines in June.

The Garratt type of locomotive consists essentially of three parts. The boiler and ash pan are carried on a plate frame supported on each end by a bogie. Each bogie is virtually an engine without a boiler, having two cylinders, six coupled wheels and a pony truck.

On the front bogie is the main water tank, and on the rear bogie the coal bunker and a small tank.

The tanks are connected to each other and to the injector feed pipes, and so controlled

that the feed water may be taken from either tank.

The weight of the Garratt engine road-worthy is almost exactly double that of the NA class, and the tractive powers are 25,270 and 12,168 lbs. respectively. The former has the advantage of being superheated. In addition, its grate area is more than double that of the NA, and its heating surface  $2\frac{1}{2}$  times as great.

These factors enable the Garratt engines to haul double the former loads with considerable relative steam economy.

This, together with the use of four cylinders, reacts very favourably on firebox draft, and enables a saving of roughly 40 per cent. of fuel to be obtained.

## Two Water Stops Eliminated

Two water stops will be normally eliminated between Colac and Beech Forest, and the amount of coal hauled to Beech Forest will be considerably reduced. The piles of smoke box ashes, which have characterised our narrow gauge lines, will tend to disappear.

The reduction of train mileage on the Colac-Beech Forest and Moe-Walhalla sections will permit freer movement of the trains on both lines and produce indirect economies.

The Garratt engines are equipped with many modern improvements, such as steam sand gear, smoke box ash chute, and air-operated slides. Mechanical lubricators are provided for steam chest and cylinder lubrication, with anti-carbonisers.

Owing to relative movement between bogies and the boiler, flexible joints are provided in steam and exhaust pipes.

The cabs are roomy and more comfortable than those on the NA engines, and already these locomotives have become very popular with drivers and firemen.

The apparent disadvantages up to date are few. Owing to two sets of reverse gear having to be operated by the one wheel, shunting movements are somewhat slower than hitherto. This fact, combined with the handling of longer trains (involving more shunting), may tend to limit the utility of Garratt engines for mixed train operation; but it is hoped by not attaching short haul roadside loading to minimise this disability.

On account of the rigid wheel base of the Garratt engines being somewhat less than the NA type, they are less likely to cause damage to track than the latter.

The main features of both classes of locomotives are summarised on the opposite page.

# Co-operation with the Public and Our Employers

Interesting and pertinent comments on the motor situation, as it affects the individual railwayman, were made by a writer in a recent issue of the "Great Western Magazine" (England). Extracts are reprinted herewith for the information of Victorian railwaymen.

**R**AILWAYMEN must quickly learn the lesson that they are no longer employes of an organisation enjoying a natural monopoly in transport business. Not little by little and bit by bit, but in huge consignments is the once legitimate traffic of the railways now being conveyed by road.

Springing up everywhere are road motor enterprises which, starting with superlative advantages over railway proprietors, set out deliberately to filch railway traffic.

Public authorities are spending enormous sums of money in the making of new roads and the improvement of existing roads for them; free signalling arrangements are provided by the police everywhere in town and country.

Another unfair advantage enjoyed by road motor companies is that they can select their traffic—choosing, of course, the most lucrative loads—whereas railways, as common carriers, are by law compelled to accept and convey anything handed to them, whether for long or short distances.

## Put on Your Thinking Cap

If the railwayman will only put on his thinking cap he will readily perceive that every passenger and every article conveyed by road tends to lessen railway revenue and to endanger railwaymen's jobs. Statistics show that in these early days of road transport development the situation has already become acute. What, then, of the position—and our positions—ten years hence?

In what way can the ordinary railway workers co-operate with the managements? The answer is, they can assist in several ways.

First, they should render the greatest help in a policy of economy. By that is meant the exercise of scrupulous care both in the handling of goods and luggage and in the use of

the tools, stores and equipment. Carelessness in the shunting of waggons, and the stowage of goods and baggage, waste in the use of tools, stores and stationery mulct the Department into thousands of pounds of quite needless expense every year.

It sounds trifling and silly to say that a man filling a lamp should be extremely careful not to spill the oil or to break a lamp-glass, but when it is remembered that at every hour of the day there are men spilling oil and breaking glasses it will be seen what a considerable item such waste is. If men would only gauge their employer's material by the same meticulous scale of measurement as that used at home, what perfect models of economy we should be.

## Must be Greater Efficiency

Secondly, there must be greater efficiency. Every lad and man in the railway service should endeavour to attain 100 per cent. efficiency in his duties. Particularly in those departments responsible for the manipulation of traffic is that level of perfection desirable. Delay in railway transport ought to be, and must be, reduced to the minimum; the traders and the public must have proof positive that we railwaymen are the people to "deliver the goods."

We must each and every one of us become a voluntary canvasser for traffic for our lines. Whether we live in city, town or village, let us strive to attract traffic to our railway.

Whenever the opportunity occurs extol the advantages of rail transport. Be well informed. "Pelmanise" the Department's pamphlets and periodicals. Show courtesy and willing service to all traders and all passengers.

Remember that the motor menace is not merely approaching—it is here! And it menaces your bread and butter.

## Comparative Data on "Garrett" "G" Class Engine 2ft. 6in. Gauge

	"NA"	"Garratt."
Heating surface—Fire box . . . . .	47 sq. ft.	99 sq. ft.
Tubes . . . . .	477 sq. ft.	950 sq. ft.
Superheater . . . . .	—	219 sq. ft.
Total . . . . .	524 sq. ft.	1268 sq. ft.
Grate area . . . . .	9.03 sq. ft.	22.6 sq. ft.
Capacity—Water . . . . .	780 gallons	1680 gallons
Fuel . . . . .	30 cwt.	70 cwt.
Type . . . . .	2-6-2	2-6-6-2
Total wheel base . . . . .	21ft. 10in.	44ft. 6in.
Rigid wheel base—overall length . . . . .	30ft. 8¾in.	52ft. (approx.)
	T. c. q.	T. c. q.
Total weight (empty) . . . . .	27 18 0	54 6 0
Total weight (roadworthy) . . . . .	31 7 0	69 1 0
Weight on drivers . . . . .	25 13 2	55 7 0
Tractive power . . . . .	12,168 lb.	25,270 lb.
Boiler pressure . . . . .	180 lbs. per sq. in.	180 lb. per sq. in.
Dimensions of cylinders . . . . .	13in. dia. x 18in. stroke.	13¾in. dia. x 18in. stroke.
Diameter of driving wheels . . . . .	3ft.	3ft.

Why My Job Is Important

# Ticket Selling Demands Speed, Accuracy and Patience

To sell tickets is the booking clerk's first and most important duty, and to do so at a suburban station in a manner satisfactory to the travelling public calls for speed and accuracy.

(By Mr. W. A. Dillon, Booking Clerk at Oakleigh.)

**T**HE necessity for speed is apparent when one considers the large number of tickets that are sold at suburban stations, particularly during peak periods. A slow booking clerk would be the means of passengers missing trains.



Monday morning is the busiest morning of the week, owing to the issue of weekly workmen's tickets, which amount to several hundreds at many stations. On the first and second of the month, also another big job confronts the booking man in the shape of periodical ticket booking.

January, April, July and October are the busiest months, as then quarterly, half-yearly and yearly tickets are sold in addition to the ordinary monthly tickets. Many periodical tickets are sold at half and two-thirds rate, and before issuing these tickets the clerk must scrutinise the concession forms which are presented by the passenger, and satisfy himself that everything is in order.

Accuracy in giving change and supplying the correct ticket is essential, as wrong tickets will inconvenience passengers and incorrect change invariably disclose a cash shortage which must be reimbursed by the person responsible.

A booking clerk, therefore, is not in the same position as, say, a drapery salesman, who can reduce prices on his own initiative to encourage business. Indeed, in many respects the sale of tickets is conducted under conditions not experienced in ordinary business concerns. Nearly every passenger aims at catching a particular train, and often does not give himself sufficient time to do so in comfort.

For instance, every booking clerk knows the suburbanite who has that extra five minutes in bed and tears down to the window to purchase a ticket as the electric train flashes in at the platform. If he doesn't get his ticket the instant he reaches the window, the railways are in for a certain slating.

It's amazing, also, how many ladies have to dig and rummage and fumble and scrape all

round their handbag before they find the money they are looking for, while an ever-growing queue fumes at the delay.

In addition to the selling of tickets, it is absolutely imperative that the booking clerk should have a good supply always on hand. When necessary, additional stocks must be obtained from the Auditor of Receipts. Like a soldier in the firing line, the booking clerk must always have ample ammunition to fire through the window. All suburban periodical tickets are ordered three months in advance.

The booking man's duty does not end here, however. He is certainly a man of many parts, as a cash balance must always be made on every shift and returns compiled at various intervals.

The successful man must also be a fountain of railway information, ready to enlighten railway patrons on every railway question.

The telephone and telegraph instruments are another source of activity at many stations and call for prompt attention by the booking clerk, who, in addition, has frequently to receive and deliver parcels.

When it is remembered that all these varied duties are really mere sidelines to the responsible task of selling tickets to the public, the importance of the booking clerk's job will be readily recognised.

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## New Type of "AW" and "BW" Car

**N**OW in running on the Geelong Flier are the first of a new type of country car, of which 25 are shortly to be constructed at Newport.

Comparing this type with the ordinary "W" class (which car they most resemble), the new cars are 10 feet wide instead of 9 feet 6 inches, and both first and second class carriages are longer by one compartment.

In the first class car four passengers instead of three can now be seated in comfort on each side. With the extra compartment the capacity of the new car is thus increased from 40 to 60 passengers.

The roofs of the new carriages are of the standard elliptical shape.

Rather than add another letter to the present list, these cars will be termed "AW" first, "BW" second, and "ABW" composite; but to distinguish them from the ordinary "W" stock they will be numbered from 60 onwards.

# General Praise for the V.R. Storehouse at Spotswood

Since the completion of the general storehouse, reclamation depot and plant yard at Spotswood, hundreds of commercial men and representatives of Government Departments have made visits of inspection and have been greatly interested in all that has been done by the Commissioners to modernise Stores Branch activities.

THE introduction of new systems and methods, including a close study of good housekeeping and economical handling of material, has brought about markedly efficient results, which have invariably evoked favorable comment from all visitors who have had the opportunity of making an inspection.

A large number of prominent persons are still waiting for a chance to see the store.

Amongst the earlier visitors were Messrs. Mackarp, F. N. Scarlett, merchant; T. Addis, of the Vacuum Oil Co.; D. Davidson, representing the North British Rubber Co.; and A. W. Palfreyman, from the Australian Jam Factory. They were unanimous in their praise of the systematic layout of the store, and especially of the spotless cleanliness that prevailed.

The Broken Hill Proprietary Co. was represented by a trio of prominent officials—a director (Mr. A. G. Campbell), the accountant (Mr. B. R. Gardiner) and the secretary (Mr. J. Brandon). They declared that the obvious economy which would result from the system at Spotswood “was a revelation.”

This view was heartily endorsed by Mr. V. J. Sadler and Mr. L. H. M. Avery, director and secretary of the Silverton Tramway Co.

## Astonished at the Efficiency

Myers' Emporium sent along Mr. Syd. Myers, Mr. E. Lee Neil (managing director), Mr. R. Baillieu (transport officer) and several members of the staff. From the Council of the Chamber of Manufactures came the President (Mr. E. Powell Lewis), the secretary (Mr. F. W. Ashby) and 40 members; and from the Australian Club, Messrs. Nicholson and Douglas Boyd.

These visitors were also astonished at the degree of efficiency which had been attained, and greatly appreciated the opportunity of inspecting the store.

“We expected to find something good, but are delighted and astonished beyond measure at everything.” This was the tribute paid by Mr. N. Broomhall, director of the firm of A. C. Healing & Co., who was another visitor and who was accompanied by his secretary and members of the staff.

Sir Lennon Raws, of Elder Smith & Co., Mr. E. Northcote, general manager of the Adelaide Steamship Co., Mr. D. York Syme, general manager of the Melbourne Steamship Co., Mr. F. P. Todd, secretary of the Melbourne Motor Body and Assembling Co., and Mr. De Monchaux, manager of the Elliott, Fisher and Powers Machines, all added their eulogies to the praise of those who had preceded them.

The well-known firm of Kalamazoo Ltd. was

represented by its Australasian sales manager (Mr. H. Maxwell Smith) and its Victorian manager (Mr. Clayton), and these two business men complimented the Department on the many excellent features of the store.

“An object lesson in efficiency and housekeeping,” was the comment of Mr. Walters, who made his visit in company with other Commissioners and members of the Melbourne and Metropolitan Board of Works; while Mr. Gavan Wilson, engineer from New Zealand, stated that he had never seen anything better during his two years in England.

## Officers of Melbourne Harbor Trust

The secretary and officers of the Melbourne Harbour Trust were also delighted with everything they saw, and others who were greatly impressed included Mr. C. J. Browne, of the British United Shoe Co.; Mr. Gilbert Lodge, of Gilbert Lodge & Co.; Mr. Carnegie, of Carnegie & Co.; Mr. Hill, a visitor from England; Mr. Darker, of the Stones Lighting Co., and Mr. W. H. Sawyer, president of the East St. Louis and Suburban Railways, Illinois; as well as representatives from the Metropolitan Tramway Board, Supply and Tenders Board, Melbourne Electric Supply Co., Small Arms Factory, Auditor-General's Department, Defence Department, Air Force, Postal Department, Adelaide Tramways, Metropolitan Gas Co., and Chartres Pty. Ltd., the system experts.

## Railwaymen from Other States

A feature of the visits has been the large number of railwaymen from other States who have come along. Commissioners and leading officers from New Zealand have paid a visit, and prominent officials of the South Australian, Western Australian, New South Wales and Tasmanian systems, also. Heads of branches and the principal officers in the Victorian Railways Department have inspected the store, too.

It is gratifying to record that the representatives from other State railways and from Government and semi-Government departments throughout the Commonwealth have decided to instal similar systems for the handling of stores in their own respective organisations.



**The Chief Electrical Engineer, Victorian Railways, Melbourne.**—On behalf of the School Council, I desire to thank you for your help and interest in the recent visit of a party of our students to the works, etc., at Newport Power House. The instruction and experience gained by the students will prove of much value: this, and the courtesy extended, I can assure you, is very much appreciated by all concerned.—**From J. R. Robinson, Registrar, The School of Mines and Industries, Ballarat.**

Interesting Railway People**Bush Fires and Floods are No  
Novelty for Station Master  
H. R. Williams**

**W**ARRAGUL'S present Station Master, Mr. H. R. Williams, has been a railwayman since 1887. His first year's service was at Newmarket, and his first S.M.'s were Messrs. Kilmartin and A. B. Tregurtha, with Mr. A. J. Morris, now D.S. at Seymour, as A.S.M. The staff were housed in a venerable wooden building that didn't bear the burden of its years very lightly, and in addition to carrying on the passenger business there also looked after Dalgety's live stock traffic.

Mr. Williams had varied experience in different corners of the State before receiving his appointment as S.M. at Elaine in 1910. He recalls that the station building there wasn't altogether of the soundest construction. As a matter of fact, it wobbled when the wind blew, and, after a visit to the station, Mr. Norman, then Commissioner, at once authorised the erection of a safer building.

Mr. Williams was transferred to the relieving staff, however, before the new structure arrived.

Fires and floods have followed Mr. Williams to widely separated parts of Victoria. He saw two big floods while at Bright, the 1917 one being particularly bad. The Ovens River rose higher than ever before, and the train was anchored at Bright for more than a week.

Mr. Williams' experience of bush fires has been singularly comprehensive. He ran up against the flames at Nyora, Bright and Gisborne, and was, of course, right in the thick of the Noojee holocaust. One gathers that he has no consuming anxiety to increase his already extensive knowledge of what a bush fire can do when it is in real earnest.

— \* —

*I paid a visit to your Spotswood Stores yesterday, accompanied by our Secretary and two of the men in charge of our departments. Judging from what I had read in the papers and the little conversation I had with you recently I went down expecting to find something good, but I must confess that I was both astonished and delighted at everything I saw.*

*The point that struck me as being remarkably good is the way the principle governing the whole thing is carried out, not only in the inside store, but through the yard and in the handling of scrap material. I intend to make an effort to take a leaf out of your book.—A. G. Healing and Co. Pty. Ltd., per N. Broomhall, Director.*

— \* —

**I** WISH to convey my thanks to you for the trouble you took on my account re getting my three horses through from Ballarat to Donald, on Saturday last.—**R. A. Ward, Horse Trainer, Donald, writing to the S.M., Donald.**

**Travelling Guard-in-Charge N. C.  
Blackie Comes from a Real Rail-  
way Family.**

**K**KNOWN to his colleagues as "The Narrow Gauge King," Mr. N. C. Blackie has been Guard-in-Charge on the Noojee line, with headquarters at Warragul, since 1921. No one can say that he has not earned the title which has been bestowed upon him, as, before coming to Warragul, he pioneered train running on the Crowes line in 1911 and remained there for five years, and also did duty on the Whitfield track on his return from active service in 1920.

In addition, one of his earliest jobs was that of porter-in-charge at Emerald in the days when a caretaker was not located at that station.

Mr. Blackie had his first taste of railway work as a porter at Hamilton in 1901. He went to Fern Tree Gully, to Mansfield, to Bright, to Waubra, and to State Mine in 1910. He was also in charge of the Ouyen-Pinnaroo track for some time.

He hails from a real railway family if ever there was one. D. Blackie, of Room 10, is a brother, as also is S. Blackie of the Way and Works Branch, and Will Blackie, who has just retired. He has a nephew in the Head Office, and is a first cousin of the late Charles Macaw, formerly General Superintendent of Transportation, while his father, as a member of the firm of contractors of Blackie, Vallence & Quale, helped to build the line from Buangor to Ararat.

— \* —

**Canine Intelligence**

**A**N instance of animal intelligence was noted recently on the Lancefield line. For some years a farmer residing about a mile from Clarkefield, on the Lancefield line, had his papers thrown out from the mixed train as it passed. His dog, on hearing the noise of the approaching train, would run across the line and return with the paper in its mouth to the homestead.

It was one of the attractions to passengers on the down trip. Railroad men, in order to avoid disappointment to the dog on Good Friday and Christmas day, when there was no publication, would tie up a dummy paper and throw out to the dog.

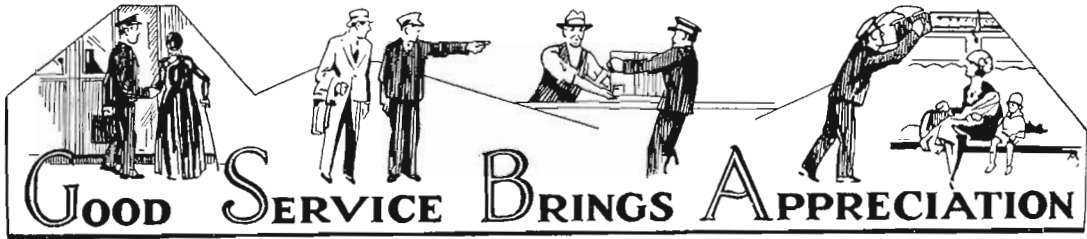
However, a rail motor service has been installed on the Lancefield line, and on its first run in place of the ordinary train the dog left home for the paper, but when about half-way across saw the rail motor. He stopped promptly, and, after taking in the position, turned round and made for home. It took some persuasion to induce the dog to go across for the paper.

This happened for several days until he got used to the altered means of transport.

— \* —

**25 Rail Motor Cars for Sth. Australia**

**P**ORTION of a shipment of the larger type of rail motor cars for the broad and narrow gauge railway lines in South Australia arrived in Adelaide last month. The contract is for 18 cars for the broad gauge and seven for the narrow gauge. The cars have been made by the J. G. Brill Company, of Philadelphia. The broad gauge will seat 76 passengers, compared with accommodation for 42 provided in the cars at present in use. All the body work will be of steel. It is intended to use trailer cars, to seat another 40 passengers, behind this larger type of vehicle.



ON a recent visit to me I remarked to you that at least 50 per cent. of the stock for my new warehouse would come by rail. That estimate, I may say, has proved conservative. All the goods have now arrived, and I feel, in fairness to you and in view of many complaints in the past, that I should advise you that everything arrived in perfect order and to my entire satisfaction. I thank you for your courtesy at all times, and look forward to continued good feeling with yourself and staff.—**S. Walker, proprietor, John T. Walker, 23 Sturt Street, Ballarat, writing to the D.S., Ballarat.**

IT has come to our notice that Mr. Courtney has been transferred from the position of Officer-in-Charge of the Outwards Platforms. As frequent users of the Victorian Railways, we wish to record our appreciation of the services rendered us by Mr. Courtney during his term of office. He has in many cases been instrumental in expediting the despatch of our goods. Mr. Courtney has always shown us the utmost consideration, consistent with railway regulations, and we feel sure that he used every endeavour to successfully assist in carrying out your slogan, "Help Us to Help You."—**Traction (Australia) Pty. Ltd. (Sgd.) Albert S. Ebrat, writing to the Commissioners.**

I FEEL it my duty to write and express my appreciation for the courtesy and attention I have received at the hands of your officials at Violet Town, especially during the last two months. I have been busy during that time giving delivery on the rails of a 500-ton consignment of chaff. I have been in the produce business in Victoria and the Riverina for more than 20 years, but never previously have I received such practical assistance and courtesy as at the hands of your officials here.—**W. R. Ellis, "Craigie Lea," Private Bag, Violet Town.**

*"I am writing to tell you how much Lady Stradbroke and I appreciate the kind thought that prompted your Department to provide us with such an excellent tea and dinner on the train the day we left Victoria.*

*"We enjoyed the good things very much, but the fact that you had thought of our departure and wished to give us a good send-off was what pleased us most. It will also be a reminder to us of the trouble that was always taken to look after our requirements when we were travelling on the Victorian Railways."—Lord Stradbroke, former Governor of Victoria, Pacific Ocean, R.M.M.S. "Aorangi," writing to Mr. L. McLelland, manager of the Dining Car Depot.*

NOW that our consignments of fresh milk to the city and elsewhere have ceased, I wish to place on record our appreciation of your whole-hearted co-operation with us during a busy time. At no time have we been "let down." We fully realise the difficulties of an augmented supply on the various passenger trains, but these were surmounted by the valued efforts of yourself and your staff.—**A. E. Ford, manager, Federal Milk Pty. Ltd., Werribee, writing to S.M., Werribee.**

I HAVE been requested by the members of the pennant teams of the Riversdale Golf Club to convey to your Department their appreciation and thanks for the excellent service received through Mr. Boyce, of the Tourist Bureau, in travelling by the Geelong Flier on their recent trip to play at Geelong. The comfort and convenience afforded by quick transit and the courtesy shown by your officers was fully appreciated.—**E. J. Carter, Hon. Secretary.**

I HAVE been instructed to convey the thanks and appreciation of the committee of the Lindenow Racing Club to you for your generous and able assistance in connection with the running of our special race trains. The satisfactory manner in which your Department handled the train arrangements was very highly appreciated by the owners and passengers and the members of my club.—**T. W. Murphy, Hon. Secretary, writing to S.M. Collins, Lindenow**

ABOUT 3.30 p.m. on June 20 Miss V. Rose had the misfortune to injure her knee while waiting for a train on the East Richmond Station. The Assistant Stationmaster and Porter on duty did everything in their power to make her comfortable, and offered me every assistance in procuring medical attention. I would like you to convey to these officials our gratitude for the courtesy and attention shown us.—**T. J. Crough.**

RECENTLY I was a passenger from Ripponlea to Balaclava, and think I should bring under your notice an action of the porter at the gate.

From the train that I left a man who was decidedly drunk got off, walked a few paces towards the gate, and then staggered backwards towards the moving train, and fell backwards. His head was within a few inches of the train when this young porter rushed forward, caught the man by his legs, and swung him clear of the train. He then got him to his feet and put him through the gate and on to the ramp.

MRS. MORGAN and family, Bricklayers' Arm Hotel, Stawell, asked me to thank you for the splendid train arrangements in connection with the removal of Miss Morgan (who was seriously ill) from Melbourne to Stawell recently. The assistance of the Railway ambulances at Spencer Street, and particularly at Stawell, was much appreciated.

I have no doubt that had it not been for the prompt action of your porter this man would have been seriously injured, if not killed. I got such a shock that I neglected to get the porter's name.—**W. J. Bickerton, 78 Riversdale Road, Hawthorn, writing to the Commissioners. (The porter referred to was Lad Porter E. J. Phillips.)**

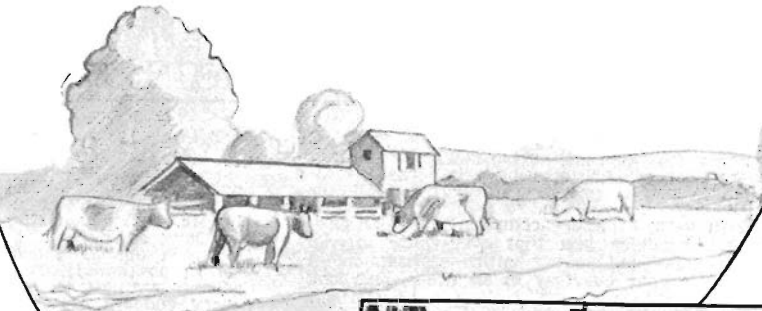
On behalf of Mrs. Morgan and family and myself I thank you sincerely for your advice and help.—**W. H. McCarthy, 46 Glenferrie Road, Glenferrie, writing to the Chief Time-tables Officer.**

# Warragul's Flourishing Pastoral Industry

*Fast becoming one of the most important country centres in Gippsland, the town of Warragul train service brings the town into what*



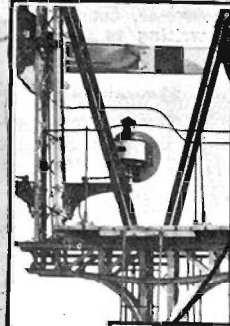
*W.C. Blackie  
Guard in Charge*



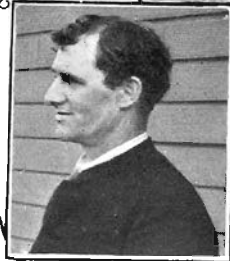
*H. Williams  
Station Master*



*A.G. Hocking  
Sen. Clerk*



*P.A. Jaensch  
Driver in Charge*



*W. Ponton  
Parcels Pkgr.*



*M. Lee  
Telegraphist*

Warragul station staff are keen barrier men. Their record of non-collected tickets for April was 1'27. It has been as low as 1'1.



*R. Lonergan  
Clerk, Noojee Line*

**S**INCE the first train ran through, nearly 50 years ago, a wonderful change has occurred in the appearance of the country around Warragul. Then it was a thick and almost impenetrable forest, and the land was covered with scrub and heavy timber. The rich farms and attractive homes, which are now features of the district, were virtually carved out of the bush by hard toil and plucky persistence.

The town is provided with facilities which make it an attractive place to live in. There is a fine water supply which is pumped from the Tarago River, a beautiful mountain stream eight miles north of Warragul. Electric power is used to work the pump, and the water is conveyed to a service basin from which it gravitates through pipes to the residents. The service is one of the best, and the pressure 130 lbs. to the inch.

The Railways Department is a local concern with head and tail, as the water is free for motive boilers.

Warragul is also served by the electric light and power is supplied as low as a halfpenny per unit.

Two large butter factories, in operation for some years. They fully treat large quantities of butter.

Later, a factory has been opened and the manufacture of casein from the article has an unlimited sale, as is the manufacture of buttons, knives and hats.

No wonder the late Sir Thomas had a hat to a cow!

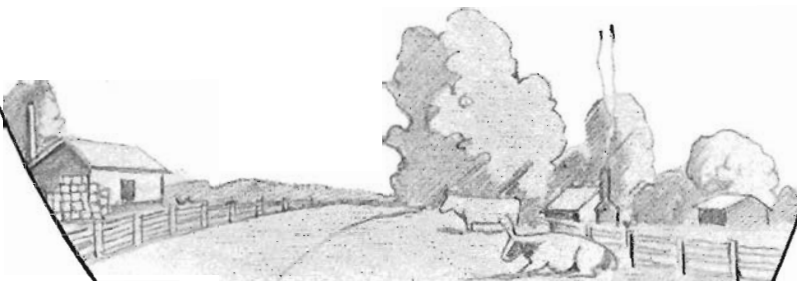
Public institutions at Warragul

# Industries Keep Local Railwaymen Busy.

lies to the east of Melbourne and is only 61 miles by rail from the metropolis. A splendid may be termed the semi-suburban area.



W. Williams  
Station Master



A.E. Cloutang  
Refreshment  
Rooms Mgr.



W. Burns  
Shedman



G.R. Groat  
Booking Clerk



A.V. Brimacombe  
S.M.s Clerk



V.C. Absalom  
Guard

Goods traffic handled at Warragul approximates 5,000 tons daily. Seventy-two tons of mushrooms were dealt with this season.



J. Walsh  
Guard

one of the Water Trust's largest mineral matter injurious to loco-

River Latrobe Hydro-Electric Co., works on the Latrobe, near Noojee. For all purposes, the latter being

proprietary and co-operative, have been are both up-to-date, and successful after fat all the year round.

ed for the treatment of whole milk from separated milk. This latter is a good substitute for ivory in handles and piano keys.

Bent said he always took off his

include a fine Post Office with a

large Exchange, which serves the district and links up the scattered farms with the town. There is also a well-equipped High School, with an attendance of 200 pupils, who come from up and down the line between Bunyip and Morwell.

Sport and recreation are well provided for. There is an 18-hole golf links, a good green and strong bowling club, tennis courts, croquet lawns, sports ground, and spacious swimming baths.

Race meetings are held on the course, which is situated only three minutes' walk from the station. Here, too, the Motor Cyclists' Clubs of Victoria held their last Easter Carnival.

Warragul as a tourist resort commends itself to visitors. Very good roads radiate from the town in all directions and give holiday-makers opportunities of visiting beauty spots close to Warragul.





*It looks as though Mr. C. E. Williams, of the Ballarat District Superintendent's staff (on the left) can tell a very good story, or else Mr. J. S. O'Haire doesn't find a Traffic Inspector's job as worrying as most railwaymen do.*

## Member of Parliament Attends Fuel Conservation Meeting

Something new in the history of the fuel conservation movement occurred recently, when Mr. H. Keck, M.L.C., looked in at a meeting of the Bendigo District Committee meeting and spoke for a few minutes.

**M**R. KECK said that he considered he was a shareholder of the railways, and although a customer for 40 years, had only to record two complaints, which showed that somebody received satisfaction.

It was the easiest thing to find fault. He always considered when a person was in need of praise he should give it.

Mr. Keck referred to a road motor transport organisation recently established in Bendigo. The vehicle was 33 feet long. A team of bullocks would not be permitted to haul a similar load through the main streets of the city of Bendigo.

He could not understand the object of the business people in general in patronising the road traffic, because it did not pay them. We had roads which cost hundreds and thousands of pounds, and these road pirates (he first used that term) only paid approximately a tax of £9.

The position in Europe and America was different, but in Victoria the expenditure for roads came from the taxpayers, who also owned the railways.

It was a poor policy to permit the roads to be cut about by 10-ton vehicles when the roads were only made for 5-ton vehicles. He did not think our wonderful railway system should be spoiled by a competition not deserved.

The loss on the carriage of road-making material alone was very considerable, and if cut out would help to create a working profit, but the country shires obtained the benefit of the cheap rates.

There was only one thing to do, and that was to raise the low freights and lower the high freights, so that the two extremes would be somewhere together.

Mr. McLeod (chairman) expressed the thanks of the meeting to Mr. Keck. His attendance gave them much pleasure. As railwaymen they were all doing what was possible to cut out road traffic, as they considered the railways could do the work better and cheaper.

Mr. Tredinnick, District Superintendent, said that approximately £250,000 represented the wages bill for railway employes in Bendigo each year, which was no small matter.

**W**HEN leaving for the city from here by the 1.20 p.m. train on May 17, my wife left her handbag on the platform containing two one-pound notes, some silver, pencil case and spectacles. On enquiry at the station on my return, the bag and contents were handed to me by the officer in charge, who informed me they were picked up on the platform and handed to him by the lad porter. As both of these officials are unknown to me personally, I am writing this to you as a token of appreciation of their honesty, and would be pleased if you would so inform them.—**A. N. Williams, 40 Holywood Grove, Carnegie, writing to the Secretary for Railways.**

**R**ECENTLY I came to reside at Wangaratta, leaving my furniture at Camberwell. When I required to shift it it was not convenient for me to go to Melbourne. A friend of mine saw Mr. Wortley, who advised my friend to leave arrangements in his hands after the furniture was delivered at Spencer Street Station.

Beyond packing and sensibly marking the different items, my friend did nothing after handing over to the carrier at Camberwell. The consignment, which contained some fragile articles, also valuable books, instruments and tools, arrived here in perfect order and on schedule time.

I would like to place on record my appreciation of the service received from your Department—**Bruce Edwards, Wangaratta, writing to the General Superintendent of Transportation.**

# Success is for the Diligent Student



C. A. R. Enery.

C. W. Riddell.

Jas. H. Higgins.

THE accompanying picture is that of three students who were coached in the Institute station accounts and management class, each of whom recently qualified for, and obtained, his certificate for stationmaster. Left to right their names are:—Messrs. Cyril A. R. Enery, A.S.M., Mor-dialloc; Chas. W. Riddell, Relieving A.S.M., c/o Metro. Supt.; Jas. H. Higgins, A.S.M., Noble Park.

The success of these students is the result of their diligent study and regular attendance at the class. It is es-

## Vacancies in the Service

The fact that the Victorian Railway Commissioners advertised last month that vacancies existed in the service for junior clerks, lad porters, and lad laborers was given considerable prominence in the press.

Concerning this matter "The Argus" published the following sub-leader:—

**A**LTHOUGH the decision of the Victorian Railways Commissioners to extend the age limit for junior clerks entering the Service in favour of candidates holding the school-leaving certificate is in itself only a small matter, it is to be welcomed as a step in the right direction.

"When boys and youths enter the service of a public department they invariably do so with a view to making it their life's career, and the number of those who afterwards leave to go into private employment is relatively few. That being so, it is of importance to obtain the right type of youth at the outset.

"For several reasons the youth who has obtained his school-leaving certificate is more likely to be of the right type. He has finished his secondary education, and in doing so he has received at least an introduction to the cultural elements which make all the difference between the primary and the secondary standard. He has invariably attended either a public school or a State high school in the higher forms, during a period of school life in which the character is moulded more than at any other period.

"He is probably the son of those more thoughtful parents who take the long view of their boy's future, instead of rushing him into an immediately lucrative dead-end occupation, and is therefore more likely to have inherited stability of character. His mental faculties have been trained to a greater degree, so he is likely to take a more intelligent interest in the work to which he is called.

"Education in its broader aspect, as distinct from the more utilitarian work of the primary schools, has a moral value, too, which should tend to make public service truer to its name."

essential that aspirants for this distinction must do likewise, as the duties and responsibilities of stationmaster are regarded by the Railway Commissioners to be of such importance that any officer or employe must pass a searching examination in every phase of transportation work to obtain a certificate for stationmaster.

But everyone cannot be a stationmaster; some do not desire promotion in this direction. Every station official, however, should endeavour to learn his job thoroughly, so that he could show customers, to whom he sells service, that he is an efficient salesman. The Institute provides the opportunity to acquire the necessary knowledge—grasp it now, and so become a live student of the station accounts and management class.

## Railwayman Who saw the First and Last Sleepers Laid on the Noojee Line

**N**O railwayman at Warragul can speak with more authority of the Noojee line than Guard J. Walsh. It is popularly believed that he knows every sleeper on the track, and certain, at any rate, that he saw the first one laid towards the end of 1887 and the last one in 1919. He opened Rokeby station in 1900, and remembers the first enginedriver to run on the branch line—John Edgar, who retired 26 years ago, and is bearing witness to the healthy nature of a life on the footplate at Warragul to this day.

Other early guiders of the iron horse were P. Mangan and "Darky" Thomas. The latter was an ardent if not always successful disciple of Izaak Walton, and it was unkindly suggested that he had fed one particular fish for three years before he managed to land it and display it proudly to his fellow railwaymen. Even then, the malicious rumour was spread that "Darky" had secretly removed the fish from somebody else's night line.

Guard Walsh can speak intimately of Warragul's steady progress. He came there in 1887, so he knows what he is talking about. There were no good roads of any kind, and on Sundays residents would stroll along the railway track to Nilma (or Bloomfield, as it was then called) for an outing.

There was an ample supply of firewood right into what is now the heart of the town. These days, however, the Warragulites have to go from eight to ten miles out to get their fuel.

## Victorian Railways Institute

### ANNUAL ELECTION

of

### COUNCILLORS

for the

## VICTORIAN RAILWAYS INSTITUTE

(Seventeen (17) to be elected)

### AUDITORS

(Two (2) to be elected)

### Nominations are Invited

Nominations must be in the hands of the General Secretary not later than

**SATURDAY, 21st AUGUST, 1926.**

The following Extract from the Constitution relating to Elections and Nominations is published for the information of Members:—

(a) Any two members qualified to vote may nominate as a Candidate for election to the Council any member eligible for nomination by giving notice thereof in writing to the Secretary, accompanied by the written consent of the Candidate, not less than 28 days prior to the Annual Meeting, such nomination and consent to be made in the form set out in Appendix "A" of the Rules.

#### ELECTIONS.

56. The Members of the Council (other than those appointed by the Commissioners) shall be elected annually by ballot, in accordance with the procedure and conditions specified hereunder:—

60a. No person shall be eligible to be nominated to the Council unless he be an active member of the Institute and has been such for at least the previous twelve months and has paid his subscription up to date.

71. Two Auditors, not members of the Council, shall be elected at each Annual Meeting.

72. The nomination and election of Auditor shall be carried out as far as practicable in the manner prescribed for the nomination and election of members of the Council.

Nomination Forms may be obtained at the Secretary's Office.

A. GALBRAITH, General Secretary.

## "Harold W. Clapp" Prize

THE following are the regulations governing the examination which will be held at the end of the fourth class session, 1926, for the allocation of the "Harold W. Clapp" prize:—

1. The prizeman must be an employe of the Victorian Railways Department at the date of the examinations for the prize, and be deemed by the council a fit and proper person to receive such prize.

2. The prizes will be awarded to the candidates who, subject to conditions 4 and 5, secure the highest number of marks at oral or written examination held by the council in the subjects prescribed.

3. The prize shall be given in connection with a specific course of study in a subject or series of subjects to be selected each year by the council of the Institute.

4. In the event of the prize being allotted for competition within the Institute educational class field, it shall not be awarded to any candidate who has not effectively attended the class or classes at the Institute for at least three terms in the subject or subjects of the examinations for such prize. Effective attendance will be secured by attending at least 45 per cent. of the class meetings that are held during the calendar year in the subjects prescribed.

5. The prize shall not be awarded to any candidate who received less than 70 per cent. of the total marks obtainable in the subject at the examination for such prize.

6. The prize shall take such form as may be decided by the council.

7. In the event of the prize not being awarded owing to non-compliance with conditions set out for the government of the examinations, the council will allot the prize in whatever manner it deems best under the circumstances.

8. Should any student who has previously won the "Harold W. Clapp" prize be again successful, he shall be given a special prize, and the next highest candidate shall be awarded the "Harold W. Clapp" Prize, subject to compliance with conditions 4 and 5.

The competitions for the prize for the year 1926, in general accordance with the foregoing conditions, will be as follows:—

The prize shall be equally divided, and awarded to the student who obtains the highest marks in any or each of the following divisions:—

Division A—Engine Working, Westinghouse Brake, £5/5/-.

Division B—Safeworking; Signalling Duties, Train Running, Guard's Duties, £5/5/-.

Division C—Station Accounts and Management, £5/5/-.

Division D—Applied Mechanics, Building Construction, Electricity and Magnetism, Mechanical, £5/5/-.



*Mr. E. J. Hyatt, Secretary, Geelong, Country Institute Area, and Mrs. Hyatt, seated in a corner of their garden. Mr. Hyatt is well known as an enthusiast in everything connected with the duties of his position as an officer of the Institute.*

### Editorials by Railwaymen

*Short articles on matters of railway interest are invited from railwaymen. This month Mr. A. E. Dunstan, Room 177, Head Office, writes concerning—*

## The Railwayman and His Job

THE efficient operation of a railway is a big job, and as it is a business which must be kept going without cessation, patrons are afforded plenty of scope for discussion.

The railwayman is always in the public eye, and no matter what position he may hold, he should seek to raise its status.

The railway business takes thousands of employes to operate it in such a manner as will ensure its efficient maintenance.

The Department caters for practically every trade existing, some in a big and others in a small measure, and there are good prospects in many grades for promotion and advancement. Bearing this in mind, the men give extra time and study to their work with a view to some day being at the helm or as near to it as they are able to get.

In the country centres more particularly the railwayman comes into contact with the public a great deal, and there is a far better understanding between the Department and the outsider than ever before. A kindly appreciation from the patrons towards our men goes a long way; better co-operation is achieved which is beneficial both to the Department and the State.

Railwaymen generally are a happy band of

men, and their good feeling towards their comrades is evident. An employe down south feels quite at home with his co-partner up north. They are always glad to welcome each other, and when once they meet they generally become friends. Even when on holidays they are to be seen alighting at certain stations to greet an old pal, and should their work be similar you will find them discussing their work.

When a railwayman has served his allotted span a feeling of sorrow comes over him when he realises that he has at last to sever his connection with the Service. The "Victorian Railways Magazine" has taken up a very fine attitude in extending publicity to all officers and employes retiring or resigning from the Service.

The pioneers of the Department are entitled to all consideration. Even when they have retired they are seen patrolling station platforms and visiting their former locations.

In conclusion, let it be said that we belong to the greatest State enterprise, and to keep it in the high tone in which it now is can only be achieved by good will and splendid comradeship.

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## Migration and Railways

That the new £34,000,000 migration agreement between the British and Australian Governments may have an effect on railway development in Victoria is indicated in the 36th General Report of the Victorian Parliamentary Standing Committee on Railways, presented to Parliament last month.

THE Committee has before it a proposal to serve the district north and east of Bairnsdale, embracing East Gippsland, where the Closer Settlement Board has in view at Gelantipy and Murrungowar areas on which to settle migrants under this scheme. The Committee is being advised of the progress made in securing these and other areas, so that the matter of railway connection can be dealt with in the most favorable light.

Extensive areas of land at Tolmie are also being submitted to the Closer Settlement Board in connection with the migration agreement expenditure, and the matter of a proposed railway to serve this district will no doubt be a corollary to any settlement scheme, and will in due course probably be referred to the Committee for investigation and report.

At Millewa there is also a migration settlement proposal, and the Committee is awaiting the provision of water from the second lift pumping station at Werrimull before reporting on the railway proposals to serve the area there. The State Rivers and Water Supply Commission has stated that it will be June, 1927, before water is available at the second lift at Werrimull.

The land bordering the line from Werrimull to The Hut has only been taken up within the last 12 months, and the Committee intends early next year reporting on further extensions to serve the area of country between the Redcliffs-The Hut and the Ouyen-Murrayville lines, the previous report of the Committee on this proposal having been made a progress report with this object in view.

# New System of District Control

## Geelong District

ON July 1 activities in the South-Western District, previously undertaken by the Transportation, Rolling Stock, and Way and Works Branches, were co-ordinated and handed over to the control and supervision of Mr. A. G. Fletcher, District Superintendent, with headquarters at Geelong.

He is now responsible to the General Superintendent of Transportation for all train running operations, and the conduct of every phase of the transportation business; for the maintenance of locomotive power and rolling stock to the Chief Mechanical Engineer; and for the maintenance of way and works to the Chief Engineer of Way and Works.

This arrangement was responsible for additional mileage being added to the district, the lines affected being Cressy to Berringa, Hamilton to Noradjuha, and Maroona to Langi Logan, which were previously under the supervision of the District Superintendent, Ballarat.

The District Superintendent now, on behalf of the General Superintendent of Transportation, the Chief Mechanical Engineer, and Chief Engineer of Way and Works, supervises the district activities, and has under his jurisdiction the District Engineer, the District Rolling Stock Superintendent, and also a Transportation Assistant, each of whom is invested with the authority of an Assistant District Superintendent, and, in addition to the responsibilities imposed upon him in respect to his particular branch, will familiarise himself with the whole of the activities in the district, so that he may advise or direct the operations of the Transportation, Rolling Stock, or Way and Works staff at any time this may be necessary.

The whole of the clerical staff of the three branches are now combined and housed in what was

formerly known as the Office of the District Engineer, and the duties being systematised into three sections—costing, correspondence and staff matters, and time-keeping, under the control of a chief clerk.

It is anticipated that, in addition to greater efficiency being attained, the work can be so allotted as to permit of working expenses of the combined office being considerably reduced.

## District Notes.

Engine 991 A2 regularly runs night passenger train to and from Port Fairy, and has been fitted with Pyle head light, which has been favorably reported on by enginemen running this night service. They consider it to be a boon, in view of the fast schedules to be maintained.

Improvements to the reservoir at Derrinallum have been completed, including the provision of rabbit-proof fencing around the reservoir.

The work of re-laying the track on Beech Forest line has been commenced, an extra gang being sent there for the purpose.

The exchanging of the station buildings from Derrinallum to Duverney, and Duverney to Derrinallum has been completed.

The work of lifting the tracks and remodelling cart roads in the Geelong Goods Yard has been completed.

Good progress has been made with the work of arsenical weed poisoning throughout the district.

The provision of an overhead foot bridge at Hamilton is now nearing completion. The renewal of roofing of the engine shed at Warrnambool with fibrolite has now been completed.

## Seymour District

NO season, no matter how ideal, is so perfect as to please all sections of the primary producers. Fortunately, however, there are occasions when periods of rain and sunshine are so distributed as to create a fairly general feeling of satisfaction, and such are the present conditions existing over the greater part of the North-Eastern and Goulburn Valley territory.

On the other hand, too frequent rains have retarded seeding operations in some areas, and the advent of more settled weather conditions will be welcomed. Heavy winter rains have been experienced throughout the Riverina, and with tanks and dams overflowing an abundance of water for stock and domestic purposes is assured.

Notwithstanding the temporary shortage of superphosphate, a total of 23,474 tons 8 cwt. was received at stations up to the end of April, as against 22,801 tons 19 cwt. for the same period last year—an increase of 672 tons 9 cwt. There has been a substantial increase in the acreage under crop notwithstanding that many farmers were compelled to sow with decreased proportions of super, and top dress later as the manure became available.

Generally speaking, it has been a very successful lambing season, and some exceptionally high percentages have been recorded—one grower securing the record of 120 per cent. from 4000 sheep. The average for the whole of the district will be slightly over 90 per cent.

There has been considerable agitation recently amongst the growers to secure a better price for the locally grown leaf. The objectionable aroma in the locally grown product seriously affected its market value, and experiments are now being carried out to determine whether the trouble was due to any particular soil or climatic conditions. For this purpose the expert, brought from America by the British Australasian Tobacco Co., was importing 10 tons of American soil, and extensive experiments



*Mr. W. Hosken, who for three years has been Goods Guard on the run from Orbost to Tostaree, on the occasion of his recent transfer to Lancefield, and having gained the hearty goodwill of the people of the district, received from them an enthusiastic send-off as well as a present of a handsome eight-day clock.*

*Mr. D. W. Jonson, J.P., on behalf of the residents, in handing over the gift, referred to Mr. Hosken as a most obliging and courteous railway official whom they would all very much miss.*

are to be carried out.

Following on the very successful season experienced by the Shepparton, Kyabram, and Moorooopna Canning Companies, further expansion is anticipated. At the first half-yearly general meeting of the Ardmona-Moorooopna Cannery held recently, reference was made to the proposed establishment of a new cannery at Tatura, and further developments are likely to ensue before next season.



# Personal.



Recently at the Tinamba Hall there was a representative gathering to bid au revoir to Mr. and Mrs. McKay on their departure from Tinamba. Mr. McKay, who had been stationmaster there for the past 3½ years, was well known to railway patrons as an obliging and efficient officer—so said Cr. Riggall (President of the Maffra Shire Council) in presenting Mr. McKay (on behalf of the residents) with a wallet of notes, and to Mrs. McKay a handsome clock.

Mr. James Doherty, who had been stationmaster at Fern Hill for two years, has recently been promoted and transferred to Nullawil. Before their departure Mr. and Mrs. Doherty were tendered a farewell social in the Fern Hill Mechanics' Institute, which was largely attended. Mr. J. Thrum, who presided, in presenting Mr. Doherty with a gold Albert and medal suitably inscribed, together with a travelling rug, referred to Mr. Doherty's courteous and obliging disposition. Several representative public men also spoke, saying they were sorry to lose both Mr. and Mrs. Doherty, as they were a fine couple, ever ready and willing to help in every social and progressive movement connected with the welfare of the district.

Mr. W. H. Hargreaves, who was stationmaster at Rushworth for about two years, has been transferred to Cressy. During his residence at Rushworth, Mr. Hargreaves won many friends by his obliging and courteous manner. He has been succeeded by Mr. W. J. Clark, from Newlands, near Daylesford.

Mr. G. Fitch, Stationmaster at Brim, who has recently been transferred to Speed. The residents in and around Brim gave Mr. Fitch a most enthusiastic send-off by entertaining him at a smoke social, at which eulogistic speeches were made, expressive of the high esteem in which the guest was held by railway patrons.

Mr. Alban E. Bromilow, Road Foreman at Wangaratta for two years back, has been promoted and transferred to Head Office. On the eve of his departure he was tendered a farewell at the Works Office, and was presented with tangible tokens of the esteem of the men of the Ways and Works and Transportation Branches at Wangaratta. Mr. J. McCarthy presided.

Messrs. F. H. Shepherd, S.M.; E. W. Pike, Works Foreman; C. Treloar, Signal Branch; G. Moore, G. Bell, G. Beckwith, R. Sutherland, Clerk; James Faulkner, Retired Ganger, offered their congratulations to Mr. Bromilow on his advancement in the Service, and spoke of the high esteem in which Mr. Bromilow was held.

A very cordial welcome was extended to Mr. Ryan, of Seymour, who has taken Mr. Bromilow's position at Wangaratta.

Mr. and Mrs. J. Avery, who were in charge of the Chalet, Mt. Buffalo National Park, for four months, have returned to the control of the Ballarat Refreshment Room. Mr. and Mrs. Avery were temporarily transferred to the Chalet to reorganise the housekeeping arrangements and to superintend the furnishing of the additional wings recently erected by the Commissioners. Mr. and Mrs. D. G. Baker, formerly of Erskine House, Lorne, have been appointed to the management of the Chalet, Mt. Buffalo National Park.

## Wedding Bells

MR. W. COOK, Clerk in the Live Stock Agent's Office, is still receiving congratulations on his recent marriage to Miss V. Hirst, of Auburn.

Mr. Cook is a son of the well-known Stationmaster at present in charge of Wahgunyah, Mr. A. Cook.



Walter A. Kennedy, Chief Clerk, Jolimont Shops.

## Transfer

A FAREWELL social was tendered here to Mr., Mrs. and Miss E. Walters on July 3 by the public of Melton, on the eve of his transfer to Whittlesea.

Mr. Walters has been S.M. at Melton for the past twelve years. During the evening songs were rendered, dancing held, and refreshments served. Mr. F. H. Dawes, Head Teacher, Melton South State School, occupied the chair. Mr. R. Barrie, on behalf of the residents of the Melton district, presented to Mr. Walters an illuminated address and a note wallet, with contents, as a mark of esteem of the good service rendered. A silver teapot was also handed over for Mrs. Walters. The Rev. A. R. Campbell also presented to Mr. Walters (for Miss E. Walters, who unfortunately was unable to be present) a note wallet, with contents, on behalf of the members of Church of England, Melton, where Miss Walters acted as organist.

MR. W. O. BAGLEY, formerly an engine driver on the Victorian Railways, now retired, and well-known Westinghouse brake expert, has been in very poor health of late. His many railway friends will be pleased to learn that he is making a good recovery.



Five miles of straight track and six miles of sidings receive attention at the hands of the Warragul yard gang. Left to Right: Ganger R. Cubbin and Repairers W. Davis, G. Russell, A. Smith and W. E. Attenborough.

A pleasant function recently took place at Ararat, when **Mr. and Mrs. Nason**, Sub-Manager and Sub-Manageress respectively of the local refreshment rooms, who were leaving the Service, were farewelled by the staff, all branches of the Railways being represented. Vocal numbers, dancing and games were included in the programme.

Mr. Nason was presented with a gold cigarette case, suitably inscribed; Mrs. Nason with a gold brooch. Numerous speeches were made, expressive of the great esteem in which Mr. and Mrs. Nason were held. **Mr. and Mrs. Lawrence** were welcomed in their capacity as successors to Mr. and Mrs. Nason.

**Mr. A. McDonald**, artist attached to the Railways Advertising Division, and known to all "Magazine" readers as "Angus Mac," met with a serious accident recently. He was knocked down by an electric tram in Swanston Street, and sustained slight concussion. It will be two or three weeks before he is able to pick up drawing block and pencil again.

Illness has kept the Live Stock Agent (**Mr. Fitzpatrick**) from his desk for several weeks recently. During his absence Mr. Tatterson relieved.

Institute members will be glad to hear that the General Secretary (**Mr. A. Galbraith**) has recovered from his recent illness. He resumed duty at the beginning of last month.

**Mr. Syd. Dalton**, Commissioners' Special Guard, has made a good recovery after a serious illness. He was able to resume duty last month.

**A** VERY enjoyable evening was recently spent at Murtoa, the occasion being a send-off to Mr. J. V. Lorkin, Stationmaster, who had been stationed there for about two years, during which he made himself very popular with railway patrons and the station staff alike. Numerous complimentary speeches were made, expressing the high regard in which Mr. Lorkin was held. He was presented with a valuable silver shaving outfit. Mr. Lorkin has been appointed to the relieving staff, with headquarters care of the D.S., Geelong.

## Popular Railway Official

Mr. A. C. Elliott, who for five years was senior clerk at Shepparton station, has been transferred to Donald. Representatives of all branches of the railway service assembled for the purpose of expressing their appreciation. The chair was occupied by the Stationmaster, Mr. W. S. Robb, who expressed his deep sense of the zeal, efficiency and courtesy which had always characterised the work of Mr. Elliott. Mr. F. Beitzel (locomotive section), Messrs. F. Brophy and C. Russell (transportation), and Mr. J. May (signal and telegraph section), all bore testimony to the good qualities of Mr. Elliott, expressing their regret at his departure from Shepparton. The chairman then presented Mr. Elliott with a handsome travelling bag, suitably inscribed, a gold-mounted fountain pen, and a pair of gold sleeve-links.

The many friends of **Mr. and Mrs. A. Driver** and family met in the Presbyterian Church, Wodonga, recently, to bid them farewell. Mr. Driver, who has been a member of the local railway staff, has been promoted, and has received notice of his transfer.

**Signalman L. R. McDonald**, who has been transferred to Riversdale, after being in Wangaratta for three years, was presented by the staff at Wangaratta with a marble clock as a token of esteem. The presentation was made by Mr. F. H. Shepherd, Stationmaster, who, on behalf of his comrades, wished Mr. McDonald success in his new sphere. Messrs. Kane, Hollow and Moore also spoke. **Mr. R. M. Douglas**, of Wallan, is Mr. McDonald's successor.

**BENDIGO.**—At the recent Examination for Drivers, held in Melbourne last month, we are pleased to note that Messrs. Huddle, Sheard, Simmons and Jones were successful. These four are members of our Centre, and students of the W.H. Brake class, with Mr. S. Brogan as instructor. Mr. Brogan has had a number of successes since he was appointed instructor—an indication that he is very thorough in his methods of teaching.—C. T. Poliness, Hon. Sec., V.R.I.



Some of the painters and carpenters who have just completed the seven weeks' job of renovating the Warragul railway station. On the extreme right of the group is Mr. R. J. Withey, Acting Works Foreman.

**STAWELL DRAMA-  
TIC SOCIETY.**

*Back Row (top), left to right: Messrs. A. S. Harris, W. Cook, G. A. Cliff, E. McHutchison, C. Oliver. Centre Row (left to right): Messrs. R. J. Ficken (Society Secretary), G. Nener, Master A. Dans, J. M. Hayes (Director), Master H. Dans, L. Stewart. Front Row (left to right): Misses M. McLean, L. Gray, V. Clark, D. Jack, L. Ross. Seated Below: Master M. Healy.*



A LARGE number of friends assembled at the Murchison East Railway Station recently for the purpose of bidding farewell to Mr. and Mrs. C. Broadbent, who have left that part for Numurkah. Mr. Broadbent was guard on the Murchison East-Rushworth line for three years, and by his obliging manner had made many friends. Messrs. T. Scott (State Rivers and Water Supply Commission), Johnstone, T. Quirk (Stationmaster), and others mentioned that he was the most popular guard that had been in the section, and all spoke highly of him. Mr. Broadbent was presented with a loud speaker for his wireless and a handsome travelling rug and a shaving set. A few days later friends of Mrs. Broadbent gathered at Mrs. Forrester's home to express their regret at her leaving their midst. A pleasant afternoon was spent, and Mrs. Gillam, on behalf of her friends, presented Mrs. Broadbent with two glass vases, brush and comb tray, an aluminium tea pot, and two jugs, and stated that Mrs. Broadbent's kind nature had made her respected and beloved by her neighbors.

A pleasant reunion of Ballarat railwaymen took place at the Ballarat East Station recently when they met to farewell Operating Porter J. Thwaites, who has been promoted and transferred to Meredith as Assistant Stationmaster. The chair was occupied by Mr. J. Ellis, who, in opening the proceedings, expressed hearty congratulations to Mr. Thwaites on his promotion, but keen regret at losing so loyal a mate, with whom it had been a pleasure to work. They all joined in wishing him and Mrs. Thwaites a prosperous future.

The following transfers of Stationmasters in the Geelong district have been effected during the past month:—**Mr. E. Hargreaves**, Rushworth to Cressy; **Mr. W. Rogers**, Cowangie to Moorabool, vice **Mr. W. J. Collins**, who has gone to Lara; **Mr. J. V. Lorkin**, from Night Officer, Murtoa, to R.S.M. attached to S.S. office; **Mr. J. J. McCarthy**, Coleraine to Beech Forest, vice **Mr. F. M. Regan**, who has taken up duty at Willaura; **Mr. M. Kavanagh**, from Willaura to Merbein; **Mr. H. M. Buck**, from Westmere to Cobden; **Mr. E. O'Loughlin**, from Cobden to Illowa; **Mr. G. Crowley**, Illowa to Coleraine; **Mr. J. F. Davidson**, from Inverleigh to Westmere; **Mr. C. Roffe**, from Anderson to Inverleigh; **Mr. L. J. Campbell**, from Berrybank to Orbest; **Mr. R. V. Santley**, from A.S.M., Werribee, to R.S.M. attached to D.S. office.

**Stawell Dramatic Club**

The cosy and well appointed hall at the V.R. Institute, Stawell, was, on a recent night, the scene of a happy and enjoyable social evening, under the auspices of the V.R.I. Dramatic Society, and was tendered to their director, Mr. J. M. Hayes and wife, as their guests. During a brief interlude following a dainty supper, of which Miss L. Ross had charge, Mr. George Cliff traced the history of Mr. Hayes since he instituted the Dramatic Society and the success of which had exceeded all expectations, claiming it also as a benefit both socially and educationally, and he took the opportunity of presenting Mr. Hayes with a handsome travelling rug as a mark of the esteem and appreciation the society had in his ability and management.

**Mr. W. Linard Entertained**

There was a large and representative gathering of district residents recently to bid farewell to **Mr. W. Linard**, who for the past seven and a half years has been one of the engine crew at the Bright railway station, and who has been promoted and transferred to Melbourne. Mr. J. Price occupied the chair, and at the outset apologised for the absence of Messrs. E. A. and H. E. W. Walkear, and E. J. Delany, J.P. The chairman, in proposing the health of Mr. Linard, said he felt it a personal loss on the departure of such a good friend and citizen. During his residence here Mr. Linard had been a most capable and trustworthy engine-driver.

Mr. A. F. A. Masciorni supported the chairman and Mr. Lindsey Hunt regretted having to say farewell to such a popular resident.

Mr. M. J. Brogan said one must move on when promotion came to him, and in congratulating Mr. Linard, regretted very much he was leaving the district.

Mr. A. C. Price spoke in glowing terms of the esteem in which Mr. and Mrs. Linard were held by the citizens of the district.

Mr. E. Clarke was called upon to make the presentation, and in asking the guest to accept of a handsome travelling rug, said, it carried with it the best wishes of a large circle of friends.

The toast of "Victorian Railways," proposed by Mr. R. G. Canet and supported by Mr. A. J. Showers, was duly acknowledged by Mr. C. Jones (Stationmaster) and A. Adamsthwaite (Guard).



# Signalman Who Put the First Passenger Through to Kew

One of the most interesting railway personalities in the Maryborough district is Mr. P. Fennessy. Although he has retired from active service, he still takes a keen interest in railway operation, and in his spare time acts as judge, handicapper and starter for pedestrian events.

MR. FENNESSY, SNR., can spin a good yarn and tells many interesting anecdotes concerning early railway work in Victoria.

He commenced his railway career many years ago on the Lancefield line, and it was here that he first saw the notorious Fitzpatrick of Kelly Gang fame.

From there Mr. Fennessy went to Frankston and helped in the duplication of the line from South Yarra to Caulfield. He then saw service on the Lilydale and Flemington lines, after which he went into No. 4 Goods Shed at Spencer Street in January, 1883.

"I remember well when I started there," Mr. Fennessy says. "There was a big Yankee boss—a terror to the newcomer. Well, he tossed me and my truck about at a good old

pace on the first day. 'Shove it here, shove it there,' was his cry. I did not know much about using a truck, but in about a fortnight I had the hang of things. Several weeks later I had a match with a chap named Smith at unloading trucks. All the bosses were looking on. I won with plenty to spare, and that was the means of me getting on to the permanent railway staff.

"Soon after I got notice to put in for promotion, and when I passed the doctor he said I was the thinnest man he had ever seen.

"I was appointed as porter at Flinders Street on March 8, 1883. If any of those who worked with me in those days are alive now they will remember that on my first day I appeared for duty in a pair of white moleskin trousers. I think it was Billy Edwards who was Head Porter then. He looked me up and down, and the whole crowd smiled. One fellow said, "Good gracious, what is this?" That was the end of the 'moles'."



From Flinders Street Mr. Fennessy was sent to Brighton Beach and did duty in a little signal cabin there until transferred to Balaclava. Thence he went to Hawthorn and Glenferrie signal boxes, and afterwards opened Armadale with Jimmy Gracie and the late Duncan McIntyre in 1886.

The South Suburban Permanent Way Picnic was started that year by the late Inspector McNamara. The picnic was held at Mordialloc, and the tug-of-war was a great event, looked forward to for many weeks before. Mr. Fennessy recalls that on one occasion a man named Dougherty, a ganger at Hawthorn, was anchorman for one of the teams. He was very stout, and, losing his foothold, he fell on his face and the team pulled him along through the sand.

To Mr. Fennessy belongs the distinction of having been stationed at Kew Junction Signal Box on the Sunday morning in 1887 when the first passenger train went through to Kew, when that line was first opened. He left the Department about six years afterwards, and is now enjoying his well-earned rest with his many friends at Maryborough.



*Gangers on lonely sections of the railway line have many difficulties with which to contend. Messrs. R. W. Catton, H. A. Clifford, G. Stamp, R. Sweeney and P. Bennett are not at all pleased when they arrive on the job in the morning to find a section of their Woomelang length nearly covered with sand, as above, especially after they had spent hours clearing it as below. However, their motto is, "What's the use of worrying." It's all in the day's work, they say.*



## Honour Roll

Name.	First Date	Length of Service.
W. Lancaster, Fitter-in-Charge, Colac . . . . .	1880	46 years
R. Albrecht, Motorman, Jolimont . . . . .	1884	42 years
G. Wilson, Hostler, North Melbourne . . . . .	1884	42 years
A. Pike, Stationmaster, Tatura . . . . .	1886	40 years
H. Meredith, Ganger, Daylesford . . . . .	1887	39 years
W. Dawson, Gatekeeper, Ballarat . . . . .	1888	38 years
E. Garlepp, Ganger, Bittern . . . . .	1888	38 years
J. Kilmartin, Works Ganger, Arden Street . . . . .	1888	38 years
J. H. Steinhauser, Laborer, Newport . . . . .	1888	38 years
R. E. Wigley, Boilermaker, Newport . . . . .	1889	37 years
W. E. Bolger, Guard, Bendigo . . . . .	1889	37 years
S. Adams, Guard, Beechworth . . . . .	1891	35 years
W. Grant, Car Cleaner, Jolimont . . . . .	1911	15 years
H. M. Lever, Car Builder, Newport . . . . .	1919	7 years
P. Cleary, Repairer, Benalla . . . . .	1920	6 years

## Retired Railwaymen's Club

A large number of retired Railwaymen was present at their annual meeting on July 1. President Mr. J. B. Baker was in the chair.


Several new members were elected, and welcomed. Mr. H. James, formerly Loco. Superintendent, duly responded, citing some of his early experiences on the footplate; also expressed pleasure at meeting so many of his old comrades that day.

The election of officers for the coming year was then proceeded with, resulting as follows:—President, Mr. T. Cotter (unopposed); Secretary, Mr. M. Quinn; Treasurer, Mr. J. B. Baker; two Vice-Presidents to be elected—Messrs. E. Fitzgibbon, F. Pierce, J. Saunders were nominated; Mr. Fitzgibbon, 55, elected senior; Messrs. F. Pierce 45, J. Saunders 43, having tied, lots were drawn—Mr. Pierce gained; Executive elected as follows:—Messrs. Ward, Paul, Wardly, Anderson, Whelan, Reid, Phillips.

The retiring President, Mr. Baker, then installed Mr. Cotter as President, and congratulated him on his election. Messrs. House, Wardley, Dunn, and Longmore spoke of the good services rendered by the Past President; also that the Committee was to be congratulated for the fine work they had done.

Mr. Quinn was heartily thanked for the able and valuable service he had rendered as Secretary during the past year.—J.B.B.

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AT the Ironwork Shops, Spencer Street, on June 9, the staff met to say au revoir to Mr. Archie Donaldson, Fitter's Assistant, who had reached the statutory age limit, and was leaving the Railways after 37 years' service. The Workshops' Foreman, Mr. Turner, spoke highly of Mr. Donaldson as a workman and friend, and on behalf of his shopmates generally presented the guest with a well-filled wallet of notes, as well as a quantity of tobacco. Others spoke in a similar strain as to the harmonious relations that had existed between the guest and everybody connected with the Ironwork Shops.

## Retirements

Mr. W. E. Bolger, Guard, has retired from the Victorian Railway Services after 37 years' experience. On the eve of his retirement his colleagues at Bendigo station presented him with a watch for himself and a cake dish for Mrs. Bolger. The presentation was made by Mr. M. McCraith, Stationmaster. Appreciation of the faithful service of Mr. Bolger was voiced by Mr. Tredinnick and others.

On his retirement from the Victorian Railways Service a presentation was made to R. E. Jeffery by the employees of the Bendigo Workshops. The presentation took the form of a silver-mounted umbrella suitably inscribed, a gold fountain pen and leather handbag for Mrs. Jeffery. Mr. W. Coope, Acting Workshops Manager, made the presentation, on behalf of the employees. Mr. Jeffery suitably responded.

At Newport Workshops recently, during the lunch hour, Mr. A. E. Salamon, Foreman Electroplater, was the recipient of a smoker's outfit, pipe, and travelling rug, from the staff, as a mark of their esteem upon his retirement from the Railway Department, after 36 years' service.




Mr. W. Devarney, L.H. Car Builder, as chairman of the meeting, referred to the long and honorable career of Mr. Salamon in the Department. Messrs. R. L. George (Foreman Electroplater), J. Williams (Chief Foreman), and others spoke of the high esteem in which Mr. Salamon was held.

Mr. Samuel Adams, of Beechworth, after 35 years' service in the Railway Department, has retired. For 18 years Mr. Adams was guard on the Beechworth to Wangaratta and Yackandandah lines, and during that long period proved himself a most capable, painstaking and obliging officer, always on good terms with the travelling public, whose comfort and convenience he studied in every way possible.

Mr. A. Pike, stationmaster at Tatura, retired from the Department in June after 40 years' service. Mr. Pike opened the Waranga railway station, and closed his railway career at Tatura, where he has been stationed for some time. Mr. Pike was esteemed for his willingness to oblige the public.




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*Warragul's Loco. Depot has a staff of 30, but these are all that were on duty when the Railways Photographer asked them to "Smile, please."*

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**K**INDLY permit me to bring under your notice the following very praiseworthy act of one of your very efficient railway officials. When proceeding to Melbourne from Newport, I obtained a second-class return ticket from the Booking Clerk, Mr. F. J. Scott, and tendered (as I thought) a £1 note. I received my correct change, 19/-, and proceeded to platform. Almost immediately a Porter came along and informed me I was wanted at the office. Arriving there, Mr. Scott asked me regarding the ticket I had just got, and my change. I said it was correct. He asked me what money I had leaving home, and to examine my wallet. I did so, and discovered I was a £1 note short. Mr. Scott, on issuing the ticket, took up the note, and unfolding it, found two notes instead of one. Mr. Scott handed me back the £1 note. I beg to express my sincere thanks and appreciation of such sterling honesty and the courtesy shown me by this young clerk. The general public should be proud of having such faithful railway servants as fellow citizens.—**John Redding, writing to the Chairman of Commissioners.**

**A**T a public meeting held at Moriac on July 2, I was instructed to write and express the appreciation felt throughout the district of the efforts of Mr. Martin, while Stationmaster here. Throughout his stay his unflinching courtesy and thoroughness have been constantly in evidence, and his undoubted ability did much to further the idea that the Railways are out to help country people. The station buildings are being constantly praised by visitors.—(Sgd.) **Joseph W. Cahill.**

**I** THOUGHT it my duty to inform you that the late Mrs. C. Engel expressed to me her great satisfaction and gratitude at the prompt and efficient assistance rendered and the courtesy shown her by the Ambulance Staff, Flinders Street Railway Buildings, when she met with the accident there, which rendered necessary her conveyance to the hospital, and which accident, I am sorry to say, resulted in her death.—**R. Haigh, executor, 18 Queen Street, Melbourne, writing to the Secretary for Railways.**

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### Longest Railway

What is the longest railway in the world? The Brisbane-Cairns Railway line, now open for traffic, gives Australia the longest railway in the world, 5,433 miles, which is the distance between Meekatharra, in Western Australia, and Dajarra, in Queensland.

**I** WISH to express my sincere thanks and appreciation for the courtesy shown me on Sunday last after the accident to my personal friend, Mr. A. V. Turner, of Sydney, whose relatives were staying with me at the time of the accident. Your good self, the ticket office, and the luggage department certainly helped us to the best of their ability in our trouble by allowing us the berths for Mr. Turner's relatives to get back in time to Sydney before he died, but which, I am sorry to say, was too late. However, you did everything in your power to help us, and it was appreciated very much indeed.—**J. W. Flood, "The Ridge," Mt. Evelyn, writing to the Stationmaster, Spencer-street.**

**O**N May 11, when travelling by the Sydney express, my younger child unfortunately became very ill, and I found it necessary to seek medical advice by leaving the train at Benalla. The Stationmaster at that place went to considerable trouble to relieve a very trying situation, and I take this opportunity to express my warm appreciation of the great kindness and courtesy shown by him.—**John R. Nisbet, 224 Stanley Road, Teddington, Middlesex, England.**

**I** WANT to bring under your notice the very kind and thoughtful action of the Assistant Stationmaster at Hawksburn. When in Melbourne I had occasion to make a sick call, but left the train at Hawksburn in error. When the official referred to became acquainted with my plight he rendered me all the assistance he could. I would like to convey to him my sincere thanks.—**T. Howard Whitworth, vicar, St. Paul's, Brixton, London.**

### Kangaroo Flat Poultry Centre

**A**T the first meeting of the produce committee of the Kangaroo Flat poultrymen, interesting figures were quoted as follows:—Number of birds in district, 20,000; eggs sent away annually, 15,000,000; wheat used annually, 4160 bags; oats used annually, 1240 bags; maize used annually, 1040 bags; pollard used annually, 6760 bags; bran used annually, 2120 bags; shell grit used annually, 1010 bags.

It is estimated that there are 50 acres being used for poultry-keeping in the district within a radius of two miles from the post office. In all probability 50,000 chickens will be hatched in this district this year.



## RAILWAY MEN IN SPORT

### Ballarat North Cricket Club

This club has been in existence for a number of years, but it was not until last season that we took the game seriously. After sundry discussions, we decided to enter the Rovers Association. The team is composed solely of workshops men, and is fairly representative of all branches, and we are pleased at our performance during our first season, winning seven games out of thirteen played.

The batting average of the team was won by Mr. C. Thompson, with an average of 17.85, and the bowling average by Mr. A. McKay, with the average of 8.8 for 85 wickets.

Since the beginning of the season we have not been behind from a social standpoint. Social evenings have been held at the Institute, and at the homes of several of our members, and a most enjoyable time has been spent.

Our jazz band, under the leadership of Mr. C. Kistler, would be an eye-opener to many of our musical friends. We are indebted to our accompanists, Mrs. A. McKay, Mrs. C. Thompson, Miss E. Prebble, and Mr. Howard Harris; also our social leader, Vice-President, Mr. E. Dixon.—A. Rowe, Hon. Sec.

Coursing is a popular sport among railwaymen in the Maryborough district. Messrs. D. Naylor, S.M., Carisbrook, and F. Stevens, Assistant Train Running Officer, at Maryborough, are a successful combination. They followed up their success at the recent Maryborough meeting by annexing, with Clear Spark, the Wendouree Club Stake for 32 dogs at £2/2/- each. A gents' Waltham gold watch went with the first prize.

**Knowsley.**—To mark the winding-up of the season, Knowsley Cricket Club held a social and dance in the local assembly hall. Advantage was taken by the gathering to make a presentation of a valuable silver fruit epergne to Mrs. Williams, wife of the club's secretary, in appreciation of her efforts in dispensing afternoon tea at the matches. Mr. H. D. Williams, who is the local Stationmaster, suitably returned thanks on behalf of Mrs. Williams.



*Apprentice Fitter and Turner T. M. Eye, who has been selected by the Commissioners to take over the free course in Mechanical Engineering offered to the Department by the Melbourne University each year.*

**BENDIGO CARPET BOWLS ASSOCIATION.**—Results of Positions and Percentages of Games End of First Round.—V.R. Institute (B), 15 points; A.N.A., 14 points; Bendigo Fire Brigade, 13 points; H.A.C.B.S., 13 points; V.R. Institute (A), 13 points; Carpenters, 13 points; Golden Square F.B., 12 points; Kennington, 8 points; A.N.A. (B), 8 points; Loyal Bendigo, 7 points; Master Carriers, 6 points; Golden Square, 5 points; Quartzopolis, 4 points; Druids, 4 points; Golden Square (B), 3 points.

**DRAUGHTS.**—On the 12th inst., the Railways Institute Draught Club played their first match of the season against Brunswick for the State Premiership. During the course of the evening 19 games were played, 10 being won by the Railways and 5 by Brunswick, and the remaining 4 being drawn.

In a big service like the Victorian Railway Department, it is certain that there must be other keen players of this favourite pastime who could, and should, get in touch with the Secretary of the Draught Club, with a view to taking an active part in draught matches. Communicate with J. S. Morcombe, Loco. Depot, North Melbourne.

Wins	Railways	Drawn	Brunswick	Wins
2	Boyles, J.	1	Devlin, T.	—
1	Riordan, T.	1	Hardbottle, H.	—
2	Eastwood, W.	—	Fahey, J.	—
—	Campbell, W.	—	Snowden, J.	2
—	*Morcombe, S.	—	Jouvette, P.	1
1	Curtain, J.	1	Prior, T.	—
1	Homewood, C.	1	Little, E.	—
2	Mallow, J.	—	Watson, A.	—
—	Wade, G.	1	E. O'Donnell	1
1	Lockwood, R.	—	Christenson, G.	1
10		4		5

\*Note.—Only one game played.

### Institute Notes

**A**T Benalla a commencement has been made with the improvement of the tennis court, which is being increased in size. A croquet lawn is being laid out also.

The interesting suggestion has been made that the different country centre areas of the Institute should form a Tennis Association, so that an annual Railway Tennis Carnival could be held.

The Council of the Institute has congratulated the Benalla Committee on the splendid condition of the grounds surrounding the local building, which have evoked praise from all who have seen them.

Messrs. Caligari and Grove have resigned from the Benalla Committee. Messrs. L. Bremner and J. Higgins have been appointed in their stead.

Mr. W. Whyte has been re-appointed hon. secretary of the Seymour Country Centre Area.

Mr. C. M. Mears, until now Council's nominee on the Ballarat Committee, has been transferred to Seymour. He is succeeded on the local body by Mr. Hollioak, whose position in turn is filled by Mr. T. Truman.

### To Correspondents

**G. W. Stewart.**—Too late for this issue. **R. H. Arthur.**—Received with thanks. **C. F. Vigus.**—Suggestion will be considered; other matter will appear in next. **J. Mills.**—Reply is being made ready. **J. R. Hanson.**—Thank you, but we are crowded out. **G. Perkins.**—Informed there is no such intention; yes, it stood there when line was opened, but new buildings have since been built. **J. Freer.**—Matter is not yet decided.

# Doings in the Institute Country Centres

**BENALLA.**—Committee meeting held July 1st. Business:—That Mr. A. Anderson be thanked for his valuable trophy toward the billiard tournament; that the names as taken for the billiard tournament be adopted; that the matter of soil for croquet lawn be left to the House and Grounds Committee; that Mr. Lyons act as Secretary when the Honorary Secretary is on leave; that all outstanding accounts be held over until the arrival of the Auditor; that a suitable night be arranged for holding pictures; that the first Thursday in the month be altered to the first Wednesday in the month; Mr. Ross transferred, which left a vacancy in the Vice-Chairmanship; that Mr. Rritten, Depot Foreman, be nominated Hon. Vice-Chairman.

## Enthusiasm Can Work Wonders

Mr. R. L. Foster, Assistant Stationmaster, Bungee, through the Victorian Railways Institute Correspondence Classes Courses, proves what can be achieved by application to close study.

Mr. Foster's record is highly creditable when it is borne in mind that he was only 24 years of age on the 13th May, 1924. He states that his success has been due to his having taken advantage of the opportunities offered by the Institute Correspondence Courses.

He enrolled as a student in the Safeworking and Station Accounts Classes, as well as in the English and Arithmetic section thereof, and he is generous in his praise of the assistance he obtained.

Mr. Foster considers that if employes were aware of the advantages of enrolling in the Institute correspondence Courses, they would not hesitate to do so. It is, however, pleasing to note that employes in the country, not only those who are studying for certificates, but also those who are already working one or more systems, are beginning to realise the value of study by correspondence.

The following is a list of the certificates, and the dates on which Mr. Foster gained them:—

Telegraph obtained on . . . . .	13.3.24
First Aid . . . . .	May, '22
Country Ticket Collectors . . . . .	8.8.22
Train Staff and Ticket . . . . .	15.5.23
Electric Staff . . . . .	19.6.24
Double Line Block . . . . .	23.6.24
Asst. Stationmaster . . . . .	10.4.25
Single Line Block . . . . .	15.4.25
Automatic Signalling (Single Lines) . . . . .	14.4.25
Ticket Checkers . . . . .	9.10.25
Guards . . . . .	24.10.25

**MUSICAL SOCIETY'S CONCERT.**—The Victorian Railways Institute Musical Society gave its second concert of the 1926 series in the Institute Hall on July 10th, to a crowded house, when an excellent programme of vocal, instrumental and elocutionary items was rendered. An enthusiastic audience demanded double encores to every item.

The choir, under the baton of Mr. Gregor Wood, was heard to great advantage in numerous classical numbers, in both the ladies' and gentlemen's sections, as well as in combination, in the rendition of several captivating items.

Mr. and Madame Gregor Wood, each were in excellent voice, the audience seeming never to tire of hearing them.

Miss Gertrude Carruthers, violin soloist, surpassed anything she had ever done before; the beauty of tone she drew from her violin was of the highest quality.

Miss Louie Dunn gave several elocutionary pieces in that finely finished and artistic style for which she is so well known.

Mr. Reg. W. Brown, L.R.C.M., at the piano, was a helpful and efficient accompanist.



**BENDIGO.**—Meeting held July 5th. A full report of the Tennis Club was received. Owing to the late opening of the tennis court in 1925, the membership was six only. These six members worked all their spare time in trying to make the court presentable, and now only require the gravel to be spread to make the paths. This will be all the expense required. Mr. Ellis moved the adoption of the balance-sheet, showing credit balance of £11/4/-, and congratulated the Tennis Committee on the work the members of it had performed.

Mr. Ellis reported the Snooker Tournament had just been completed, the winner being J. Lane. There was an improvement right through the tournament, and Lane deserved to win, although he was only 18 years of age. Other places were filled by Messrs. T. Liddle, G. Yule, and F. Foster.

Hon. Secretary reported that the fostering of these tournaments was beneficial to the rooms, as shown by returns for the month of June being over £29 received from the tables, and over £42 from tobacco sales. Resolved the Billiard Committee be granted another £3 for another tournament in billiards or snooker.

Mr. W. Heath resigned. Mr. P. Elliott, of the Loco Branch, to fill the vacancy. Mr. R. E. Jeffrey, Vice-Chairman, retired. Messrs. E. Bright and G. Critten transferred, leaving three vacancies on the Vice-Chairmen's list. Recommended that vacancies be filled by Messrs. R. Syme, Foreman, Way and Works Branch; G. Yule, Telegraphist; and M. Magna, Workshops, North Bendigo.

Resolved:—That the charge be 15/- a night, including the use of piano and crockery, for letting of Institute Hall; that for meeting purposes a charge of 2/6 be made for the use of the hall outside railway bodies.

The chairman, Mr. Cobbin, welcomed Mr. McShane back again. Through no fault of his own, Mr. McShane had sustained a painful accident last February. Fortunately, he is now able to resume duty, and attend Institute committee meetings. He has been so long connected with Institute matters that all look to Mr. McShane for advice.—C. T. Poliness, Hon. Sec.

**STAWELL.**—Meeting held June 21st. Business:—Secretary to request the General Secretary to have the Landscape Gardener sent to Stawell to trim ledge and advise on several other matters. Miss Leyshon's Case—Secretary to ask the General Secretary for all correspondence regarding this matter.

Dramatic Society's Report.—Received; letters to be sent to all who took part, thanking them for their services. Presentation to Mr. Hayes (Manager, Dramatic Society). To take form of an enlarged photo of cast of recent productions. Sale of Sweets at Rooms—Cabinet to be stocked with an assortment. Balance £24 from Dramatic Society's Effort—Central Council to be requested to place half of the amount to the cost of constructing tennis court at this Centre.

Material for Erecting Tennis Court—Council to be requested to supply. Snooker Tournaments—Sports Committee to be empowered to arrange. Personnel of Committee—Vacancies, owing to Messrs. Cornell and Jeffrey having been transferred, to be filled by next on the list.

**GEELONG.**—The local Committee met here on July 4th. Business:—That the matter dealing with the delivery of monthly magazines be held over till further complaints be received. That the key to the telegraphy room be left in "A" Signal-box along with a book to obtain signatures of the person who obtains the key; thus affording telegraph students an opportunity to practice when on afternoon shift.

After an exhaustive enquiry and lengthy discussion, that on account of the heavy expense of the theatre, the picture night be not gone on with.

## Korong Vale V.R. Institute Effort

Winner of Mallee Roots.—No. 8305. Won by Miss M. McMahon, Korong Vale.—J. Allan, Hon. Sec.



Group of Students who attend the Institute Engineworking and Westinghouse Brake Class at Benalla. Left to Right—Top Row: F. A. Croucher (Instructor), J. Henderson, M. Brennan, A. Bower, J. Walters, H. Castles. Second Row: C. Cooke, A. Share, P. Share, G. Alexander, L. Carr, J. Chesterfield, R. Cooke, with his son, Master H. Cooke.

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## Australian Railway Statistics for 1924-25

*A comprehensive review of the communication services available in Australia at the end of the year 1924-25 is contained in the transport and communication bulletin which has just been issued by the Commonwealth Statistician (Mr. C. H. Wickens).*

THE bulletin shows that, while the operation of railway services in the Commonwealth for the year resulted in a loss of nearly £1,000,000, tramways undertakings showed a profit even greater than the loss on railways.

At June 30, 1925, 27,688 miles of railway were open for traffic, of which 24,844 miles, of which the capital cost was £276,114,845, were Government owned.

Of the 2844 miles of privately owned line, 961 miles were available for general traffic purposes. The average capital cost of the Government mileage was £11,114 a mile.

The gross revenue of all Government railways for 1924-25 was £44,967,464, £3,582,523 more than for the previous financial year; and the working expenses were £33,114,083, an increase of £2,260,117 over that for 1923-24.

After meeting interest charges (£12,686,389) the year's operations resulted in a loss of £833,008, representing 0.30 per cent. on the capital cost of construction and equipment. This loss was 47 per cent. less than that for 1923-24, namely, £1,562,992, or 0.59 per cent. on the capital cost.

While the tonnage of goods carried increased by 2,290,000 tons to approximately 38,000,000 tons, the number of passenger journeys decreased by 1,560,000 to 370,350,000. This decrease is ascribed partly to motor omnibus

competition, particularly in Victoria, in which State in the previous fiscal year an increase of approximately 12,000,000 railway passenger journeys was recorded over the figures for 1922-23.

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### Pass It On

MAKE friends with the public in your district. Let them see that you are interested in them, and that you are pleased when they take an interest in you.

One way is to hand them a copy of "The Victorian Railways Magazine." Many people have little conception of the extent of our organisation or the complexity of its operation. One of the objects of the "Magazine" is to tell the public what we are trying to accomplish, and the measure of our success.

When you have finished your "Magazine," please pass it on. Extend its sphere of usefulness amongst railway users.

Experience is remembered failures and successes.

All things come to him who hustles while he waits.

## Leading-hand Skilled Laborer, Who Popularised the Railways Institute Among His Colleagues at the Signal Shops, Newport



**S**MILING W. H. Fewster, Leading-Hand Skilled Laborer in the Stores and Materials Yard attached to the Signal Shops, Newport, is one of those persons whom it is a pleasure to meet on the job.

"Yes," he says, "I started here 26 years ago as a laborer, and have always taken an interest in my work, so that in due course I qualified for, and obtained my present, position. Moreover, I can assure you I am quite happy in it.

"In my opinion," says Mr. Fewster, "the world in which a man lives shapes itself chiefly by the way in which he looks at it, and so it proves different to different men; to one it is barren, dull, and superficial—to another, rich, interesting, and full of meaning.

"No one can get beyond his own individuality, so that our happiness depends in a great degree upon what we are. What a man has in himself is the chief element in his happiness. At any rate, such is my view of things that matter to me, and have mattered, in my experiences of this work-a-day world.

"Oh, yes!—now that you remind me, I have in times past taken a great deal of interest (I do so now) in the Victorian Railways Institute. Some eight to ten years ago, there were only about forty of the workmen at the Signal Shops who had joined up as members.

"It was then that I was invited to become the Institute's representative here. I consented, and at once started during the luncheon hour, as well as at other favorable opportunities, to make known among the men the advantages to be derived from membership, the result being that, eventually, the greater portion of them—about three hundred—joined. Although I am no longer the direct representative, I understand the Institute has a large following from the Signal Shops.

"During that period, too, a portion of my duties every morning was to go on an errand from the shops to town, conveying certain stores and materials to and fro, and at the same time I took charge of the library books exchange box, and so could promptly at the lunch hour each day supply to borrowers the books of their choice. In this way, together with other useful services, the men found the Institute could and did render them useful services; thus an atmosphere favorable to it was created, and has ever since been maintained, with a growing membership roll.

"I cannot do better than repeat to you what I said before: that what a man is contributes much more to his happiness than what he has, or how he is regarded by others. What a man is, and so what he has in his own person, is always the chief thing to consider; for his individuality accompanies him always and everywhere, and gives its color to all his experiences. In every kind of employment, for instance, if there is to be pleasure in it, will depend principally upon the man himself.

"I will stick to what I have said, that, what a man is and has in himself—in a word, personality, with all it entails—is the only immediate and direct factor in his happiness and welfare. All else is mediate and indirect, and its influence can be neutralised and frustrated; but the influence of personality, never."

### Praise for Gippsland Engine Crews

Extract from "Bunyip and Garfield Express," 2/7/26:—"If all the enginemen on the Victorian Railways are as conscientious as those on the Gippsland line, when approaching crossings—and there is no reason to believe that they are not—the periodical smashes between trains and motor cars cannot be put down to the lack of warning on the part of trainmen.

"During the past month a check has been kept on trains approaching the Bunyip Road crossing, and not 1 per cent. of these have failed to give ample warning of their coming.

"Further, on a calm day or night, one can count the danger spots between here and Garfield, by the blasts of the whistle or hooter, as the train approaches them. If motorists exercised the same care in observing railway crossings fatalities at these points would fall to a minimum."

The place to be happy is here; the time to be happy is now; the way to be happy is to make others so.

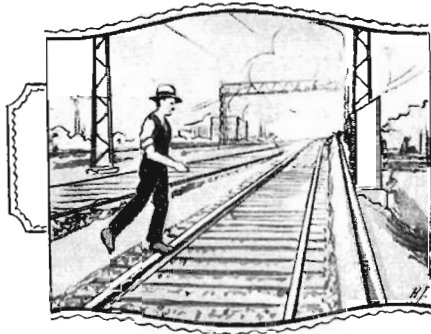
**I**HAD occasion to take my wife to Melbourne with a broken hip for medical and hospital attention. This entailed a journey on a stretcher in a railway van of 217 miles, lasting 11 hours, and necessitating a change of trains at Murtoa.

From here to Spencer Street, where we were met by an ambulance, the utmost consideration was shown us by railwaymen of every branch. Mr. Madern (District Traffic Superintendent), whom I met at Murtoa, arranged that everything possible be done for my wife on the way. Stationmasters, drivers and firemen, guards, and porters, all did their best.

The result was that what might otherwise have been a very trying time for my wife, a nursing sister, a friend, and myself was made brighter by the easy-running of the train, the lack of noise and bustle, and in every other way possible.

At wayside stations railwaymen had only to get a glimpse of the stretcher to vie with one another in "doing their bit" for us.

I desire to thank all concerned, and to say that my experience has always been that, if one gives to railwaymen the courtesy and consideration to which they are entitled, it is invariably returned with interest.—E. C. Parsons, Warracknabeal, June 22.



# SAFETY FIRST

Notes for August ~

Avoid slipping on rails.

Step over, not on to them when crossing tracks

## KEEP YOUR WORK PLACE CLEAR OF OBSTACLES.

**L**OOSE timber, iron, etc., left lying about are common causes of accidents.

Standing on a piece of iron while rushing with a hot rivet for his mate, an employe sprained his ankle.

Another employe going around his machine to operate the handle, tripped over a piece of loose angle iron, and injured his hand. The person who left the stuff there was primarily to blame for these accidents.

Think of the safety of others!

## USE A SPANNER THAT FITS.

**T**HE spanner slipping off the nut has accounted for many a strain suffered by our workmen.

Always use a good spanner, and one that fits.

## ROUND PIPES WILL ROLL.

**I**N preparation for cutting them, a quantity of round copper pipes were placed against the slab nearby when one rolled off and fell on an employe's toe.

When placing round pipes in any position take care to see that they will not roll.

## A CROWBAR CAUSED A BRUISED FOOT.

**I**T is the safest plan to leave tools flat on the ground when not in use.

Had this course been followed a workman would not have received a badly bruised foot through a crowbar falling upon him.

A beam which was being rolled into position struck the crowbar wrongly left sticking up in the ground, and the crowbar fell on the workman's foot.

Will the man who left the crowbar in this dangerous position please note that tools are safest placed flat on the ground when not in use.

## LANDED ON HIS FOOT.

**C**ARE is always needed when opening or closing cattle truck doors.

Look out for your feet if the door should slip from your grasp.

An employe recently met with a painful accident of this type.

The best thing to do is to make sure that the door doesn't slip.

## KEEP OUT FROM UNDER.

**A** BOILERMAKER'S rivet fire was being lifted from the ground to the top of a tender when it slipped in the sling, and hot ashes fell on a workman.

Had he thought to keep away from under the fire this accident would not have occurred.

It is thinking safety all the time that keeps us from injury.



*Wrong method of holding claw bar when pulling out dog spikes. Note the danger of fingers being crushed between bar and rail.*



*Correct method of holding claw bar when pulling out dog spikes.*

Ours is a pleasant task—to transport people in comfort and safety; to develop commerce, and to furnish the connecting link between primary producer and consumer.



## Retirement



**MR ALFRED C. PARKER,** Depot Foreman, Loco. Geelong, recently retired from the Railways after 38 years' service. Mr. Parker served an apprenticeship to the fitting, turning, and erecting trade in the shops of the Great Northern Railway, London; after which he went to South America, and filled a 12 months' engagement with a railway company in Chili.

Coming to Australia, Mr. Parker joined the Victorian Railways in 1888 as a fitter in the old Workshops, Williamstown. Mr. T. Smith, who was then a leading hand fitter there, later became manager of the Newport Workshops. Mr. Parker was the first fitter to do repairs to engines in the new sheds, North Melbourne, where he worked for 12 years until 1901, when he was appointed Leading Erector in the Newport Workshops. He was subsequently appointed L.H. Fitter at Stawell, Seymour, and Ballarat, in turn, and, later, Fitter-in-Charge, Korumburra, Depot Foreman, Benalla, Bendigo, Port Melbourne and Ballarat, and finished up at Geelong, where he had been Depot Foreman for a period of five years.

Mr. Parker can recite a long list of unique experiences that happened him during his long career. He was at Benalla during the severe drought, when the North-East rivers were dry, and special arrangements had to be made to pump water from holes under the railway bridge; and whilst at Bendigo the mice plague was at its height, regarding which he has some vivid recollections. He was the first Mechanical Depot Foreman at both Bendigo and Port Melbourne, as well as at Geelong. Mr. Parker was very popular with his staff; the mechanics attached to the Geelong Depot, on the eve of his retirement, presented him with a valuable gold Albert, and the enginemen gave a solid leather trunk case.

## Last Mile Post

Railwaymen generally and signalmen in particular learned with great regret the other day of the sudden death of their comrade, **Mr. Arthur Crawley,** Signalman, at Kensington.

During his 36 years' service he endeared himself to men of all branches of the Department. Ever ready to lend a helping hand for the welfare of his comrades, he was a foundation member of the old Mutual Improvement, Signalmen's Society, and many of the old brigade will remember him as its secretary. The charm of home life had a great fascination for him, and the love for his garden and its beauties was to him a constant delight.

We extend our deep sympathy to his widow and two daughters in their great loss.

During recent weeks, Death has taken his toll of relatives of the staff of the Block and Signal Inspectors' Office, Flinders-street. **Mr. James Best,** Clerk, lost his father, who had been a resident of Branxholme, since 1853. **Mr. T. Clementson,** T.R. Checker, lost his mother, a very old resident of Pigoreet; she had reached the ripe old age of 85 years. Sincere sympathy is extended to Messrs. Best and Clementson in their bereavement.

The many friends of **W. J. Young,** of the Block and Signal Inspectors' Office, Flinders-street, will regret to learn of the death of one of his sons (Thomas), a promising youth, 16 years of age, and brilliant student at the Swinburne Technical College. He had made remarkable progress in Mathematics and Science. Sincere sympathy is extended to Mr. Young in his sorrow.



## Courtesy Among Railwaymen

*Courtesy and consideration are essential to successful railway operation, not only as between railwaymen and the public, but between railwaymen in all branches.*

*This latter spirit is already a feature of the Victorian Railways, but it is growing stronger every day.*

*The following letter brings to notice a recent instance which can have no other effect than to promote harmonious relations, and consequently greater efficiency:—*

"Last week I called into Room 219 (train control) to see for myself how the new system is worked. There I met Messrs. Cudmore, Parkhill and Wishart, Train Controllers. Each of these officers went to considerable trouble to explain the system to me and brought finished charts from another room, explaining in detail the movements of different trains.

"I could not but help note the prompt replies given to queries of all sorts, which are at times of such a nature that the controller is not given much time to think.

"The assistance rendered to this station by the controllers is much appreciated, and I would like to thank the three I mention above for the courteous way they explained the system to me.—David A. McDonald, Stationmaster, Broadmeadows.

## Mayor Appreciates Railway Service

**CR. R. W. LAIDLAW,** Mayor of Maryborough, who prior to taking up residence in Maryborough was a member of the Lexton Shire Council for a period covering about 23 years, speaking of the recently circularised resolutions of the Wonthaggi Council, which were unanimously rejected by the Maryborough Borough Council, states that business people and residents generally are well satisfied with the service obtained at the hands of local railroad men.

Inward and outward goods and parcels were dealt with in an efficient manner, and at all times consignors and consignees found the policy of "Help us to help you" demonstrated in a most practical manner.

The District Superintendent (Mr. H. E. Russell) was at all times most anxious to render efficient service to the Department's customers, and his recent action in attending the Traders' Association meeting and explaining railway matters was very favorably commented on and has resulted in the Commissioners' policy being more clearly understood.

"It is a pleasure at all times to do business at the Maryborough station," says Cr. Laidlaw. "Maryborough as a railway centre is a great asset to the town."



UNCLE BEN is concerned about some of his nieces and nephews this month, because a number of them have not written to him. He is wondering what can the matter be, and is hoping that the silence is not due to sickness; if it is, he will be very sorry to hear about it. In the meantime he is trusting that many letters will, as usual, soon reach him, including word from some who might like to become nieces and nephews in his interesting family. He would love to welcome them into it.

Uncle Ben is again very pleased at having received from several of his nieces and nephews a correctly written verse, naming the missing words, giving the title of the poem and the name of its author, as requested in last month's "Magazine." This is it:—

The curfew tolls the knell of parting day,  
The lowing herd winds slowly o'er the lea,  
The ploughman homeward plods his weary way,  
And leaves the world to darkness and to me.

—Thomas Gray.

Thomas Gray, was an English poet (born in 1716, died 1771), best known as the author of the poem, "Elegy Written in a Country Churchyard," which nieces and nephews would do well to read and re-read until committed to memory. The Elegy has long been considered one of the most perfect poems in the language, and so Uncle Ben thinks that his children would benefit by knowing it thoroughly.

The missing words from this month's puzzle are also connected with an old poem, and are omitted from the first four lines as follow:—

The way was rough \_\_\_\_\_ was cold,  
The \_\_\_\_\_ was infirm and old,  
His \_\_\_\_\_ cheeks and tresses grey  
Seemed to have known a \_\_\_\_\_ day.

Uncle Ben would like his many young correspondents to supply the missing words, as well as the name of the poem and its author.

**Marjorie Chalmers, Violet Town:** You do very well at your age. Your drawing will improve with practice. I should like to possess such a dear little dog. It is all so interesting, too, to read about your parrot, bantam hens, chicks, etc. Puzzle words were correct. The drawing this month will please you.

**Hilda Hutchins, Natimuk.**—Your handwriting is neat and clear. I do hope you will succeed in passing your examination, and so obtain your merit certificate. Yes, Hilda, am sure you have a good chance. You have already shown you can get the highest number of marks. Should you do so again—well, then, you will have won.

How interesting it is to learn all about your music and the Natimuk Football Team. You were right in your answer to missing words puzzle. Many thanks for your appreciation of, and good wishes for, the Children's Page. Write to me each month, won't you?

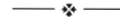
**Ted Burge, Bridge Street, Bendigo.**—Yes, Ted, I quite understand you would be tired after such a ramble in the bush, but, no doubt, you were the better for it. You are yet very young, and seem to go along very well at school.

Your drawings of the rabbit and the fish from the competition samples that appeared in June and July "Magazines" are very creditable, and there is no doubt but that you will soon be capable of doing much better. Try again, and again, won't you? Uncle Ben would much like to see his nephew, Ted Burge, make a very good drawing.

**Jack Lewis, Bowman:** Pleased to hear from you again. I think your handwriting very good. One point to remember, Jack, is this: try to form each letter in a word distinct and uniform in size, and you'll do much better. Your solution of last month's puzzle—name of the poem and the author—is correct.

The drawing this month is an easy one, and I should be pleased to receive from you a copy of it not later than the 12th of the month.

**Helen McGregor, 16 Meadow Street, St. Kilda:** Pleased to welcome you, Helen. Your solution of the missing words, name of the poem and its author is correct. Your handwriting is neat and good.



## The Smiling Supper

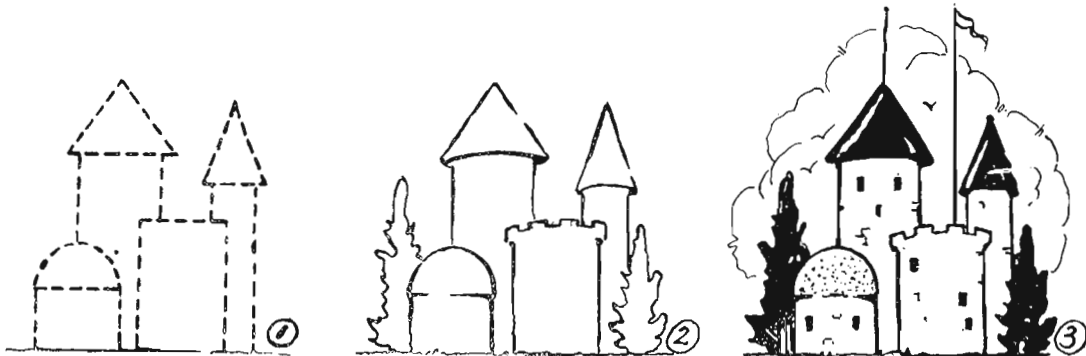
SOMETHING seemed to be the matter. The play-room was not echoing with laughter and fun.

Rumbles and grumbles were heard in the room,  
Faces were heavy and downcast with gloom.

"We aren't having a bit of fun," said Roland, with a scowl.

"There doesn't seem to be anything nice to do," sighed Beatrice.

"Maybe the matter is with us."



This month's drawing is easy. Follow instructions 1, 2, 3 as given in last month's "Magazine."

The Public—Our Customers (Continued from page 6)

welfare, although this cannot be overdone or he will be justly criticised.

I believe that the average executive is not doing his full duty to his organisation or his community in that he does not do enough public speaking. People may all read the newspaper advertisements, the placards, the signboards and the company publications, but nothing is so impressive as the spoken word, especially when it is reinforced by publication in the news columns as worth-while news.

It is indeed a severe test of an operating executive's ability in connection with his public relations policy to awake to an appreciation of the fact that apparently his efforts have gone largely for naught, as the public has in part again turned against him and his company, when to the executive's mind such action is unfair and unwarranted.

These are the times that try men's souls. The attitude of the public at such a time burns and hurts, and must, perforce, leave some scar. It is at times such as these that the real calibre of the executive is displayed.

An admission on his part that a sound public relations policy is not worth while, or a single action which forces a loss of respect, must be prevented. It is but nature that at such times a man will tend to lose heart. Unjust criticism hurts, but the reaction from it should be calm, analytical reflection.

It should always be borne in mind that the electric railway's public relations problem is, bar none, harder to solve than is the public relations problem of any other industry. A monopoly of any kind is handicapped in dealing with the public, although the unfavorable reaction can be largely overcome by proper explanations of the advantages of monopoly through the mediums of advertising, public speaking and other publicity.

When the executive is faced with the realisation that some of his customers are against him in spite of all he has done to satisfy them and to acquaint them with the facts, he must not accept the conclusion that a sound, fair public relations policy is not worth while.

If he analyses the situation carefully from an unprejudiced standpoint, possibly he will see where he himself failed to carry out his ideals—possibly he will appreciate that there is more to this public relations question than he had realised, and that there yet remains much for him to do.

Even if he is convinced that he has done his full share and is right and sound in his views, he must remember that, win or lose, he must retain the respect of his patrons. I am making no argument to "lie down" when one is right and knows beyond question that he is right.

I prefer not to fight—but I do not believe it is a sound public relations policy to make a practice of giving in to the unfair demands of a minority, when giving in would imperil my company or its ability to do its duty to

the community it serves.

There still seems to be a thought in the minds of some that good public relations can only be brought about by "playing the game" with selfish and petty grafters. This not only is unnecessary, but in fact is not conducive to a sound public relations policy. It is, however, still continued by some executives or their associates and excused by them as being necessary.

The fact is that generally this is done because the particular individual likes to do it, or because he considers it the easiest way. But it is not the lasting, sound way. No cure-all is available.

Unfortunately, satisfactory public relations are not something which we can go out on the market and buy and be sure of delivery. Often when they could be secured the price demanded by the public would be higher than the company could afford to pay. Making money for our company and properly serving our public and our civic communities must go hand in hand, for in the final analysis we

BE SINCERE.

*A correct public relations policy necessitates sincerity. We are fooling only ourselves when we think we are fooling our public. . . I say this not from the standpoint of morals, but from the standpoint of good, hard-headed business. A correct public relations policy must be backed by unquestioned honesty. I do not mean honesty in the technical sense, but honesty of purpose, honesty of thought—a definite intention to play fairly.—W. H. Sawyer.*

cannot have satisfactory public relations unless our company is making within reason a fair return upon a fair value.

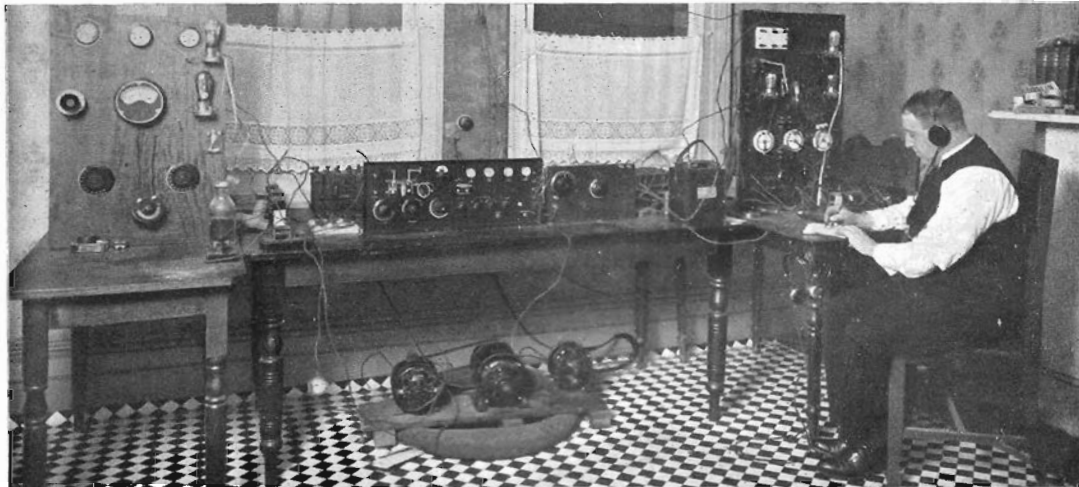
A sound, sincere public policy programme is certainly worth while. It has already appreciably changed the public from an attitude of suspicion and hostility to one where there is a definite trend toward a desire to be of constructive assistance.

A continuation of this programme can accomplish even more. This must be so—our problems are in reality the community's problems. Our interests are mutual. When we get the community to realise this fully and act accordingly we will have no real public relations problem.

The writing of this article has brought to me new thoughts. It has made me think. From now on I will attempt to do a better job than I have done before. If it serves the purpose of making you think of the magnitude of the task before us and the possible ways of better solving it, I will have accomplished all that could be expected.

*Wireless Notes*

## An Enthusiastic V.R. Wireless Man



HERE is pictured the Experimental Wireless Station of 3BH, owned and operated by Mr. C. R. Whitelaw, who is at present stationed at Benalla in the capacity of night stationmaster. The apparatus shown in the picture has done some remarkable records in the way of reception and transmission. The transmitter shown on the extreme left has been heard in such distant places as Dublin, London, France, Italy, Russia, Cuba, Canada, Hawaii and the U.S.A. and other places. This transmitter has recently been altered from a two-valve to a four-valve one, and has justified the alteration. The next cabinet in the picture is used for wavelengths of from 200 to 5000 metres and is capable of bringing in all the broadcast stations in Australasia on loud speaker. It is mostly used for the reception of land and ship stations on 600 metres, also for the foreign stations working on wavelengths in the vicinity of 2000 metres.

The next set, on the right, is the low-wave set, which is used to tune in stations from 20 metres to 60 metres, and consists of two valves. This set has picked up stations on these waves in all parts of the world, and is the set on which the message from Captain Wilkins, at the North Pole, addressed to the Prime Minister, the Hon. S. M. Bruce, was received.

The panel set on the right of the picture is what is known as a transformer-coupled set, consisting of five valves, and tunes from 200 to 25,000 metres. This set is used for various experiments and is mounted so that all parts of it are accessible for quick and easy alteration for trying out various new circuits. Wonderful results are obtained on it; most of the Australian broadcast stations on the east coast can be tuned in at night without the use of either aerial or earth or loop.

On the floor in the centre of the picture is the motor-generator set for obtaining the high voltage for the transmitter. This is used to obtain the direct current necessary for the plates of the valves to transmit Morse signals and telephony. The generator is shown on the left, and gives a current of 200 watts at 600 volts. There is also a separate winding on this generator which keeps the filament accumulators fully charged whilst transmitting, drawing 10 volts, 10 amperes. This generator is also ball-bearing, which makes for smoother and easier running. This is driven by a motor, which is known as a single-phase  $\frac{1}{2}$  h.p. The high tension for the plates of the receiving valves is obtained from an accumulator of 72 volts, as it is considered that the current flow from an accumulator is far more steady and reliable than what is obtainable from dry cells batteries.

Mr. Whitelaw has been an experimenter in wireless for the past 18 years, having commenced in 1908, and first experimented with the coherer; later with a carbon and steel detector, from that to the carborundum and other crystal detectors, then the two-electrode valve, and is now busily engaged with the three-electrode valves. The first transmitter used was a six-inch spark coil with a fixed spark gap, this latter being changed later to a rotary gap. The transmitter at present in use is a four-valve continuous wave one, using a wavelength of 30 metres.

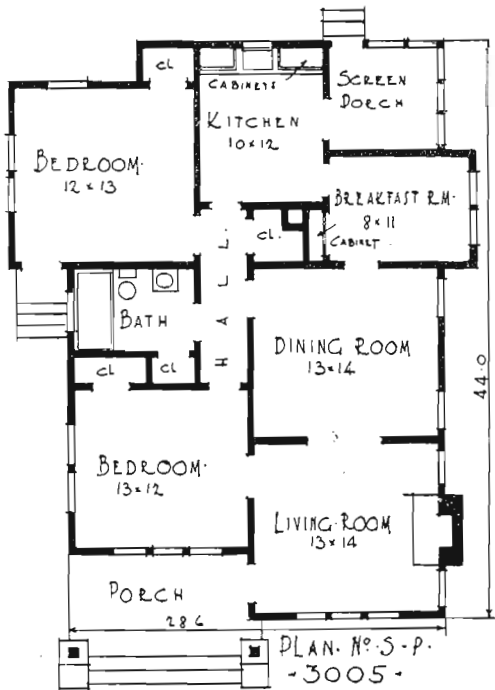
In the very early days of wireless, some very interesting phenomena were discovered, one being that the signals from "P.O.M.," the station at the Domain, whose call sign was later changed to "V.I.M.," could be received on the wire mattress of a bedstead, using the ordinary water-pipe earth. Later it was discovered that at a distance of 10 miles this station could be received with two earth plates only, cutting out the use of the big air wire used in those days.

One use to which station 3BH was put was to call to the aid of the detectives working on a certain murder case the black trackers, who were required to make a search in the neighbourhood of the station. The Russell Street Police Station was communicated with and a request from the senior detective on the case was sent to the superintendent. Within 50 minutes of the despatch of the message the black trackers were on the scene, although a distance of 30 miles had to be covered by car.

Quite a number of experimenters and others remember the telephony transmitted from the station of 3BH long before the Australian broadcast stations were in operation, and many letters were received from listeners, who appreciated the transmissions. Morse practice signals were also transmitted to permit of beginners learning the Morse code. These signals were sent out at varying speeds, and were widely received, the station being known as the "stone crusher," owing to the very strong signals sent out on the spark transmitter. The reading practices were availed of by many beginners, who at that time were anxious to increase the speed of their reception.

Many railwaymen have visited the station of 3BH, and in consequence have started their wireless career. Mr. Whitelaw receives many letters from listeners, asking for advice how to increase reception, and asking for sketches of circuits, as well as for remedies for the rectification of faults. He has a rather busy time of it when a rush sets in.

## New Ideas for the Homebuilder



OUR design this month provides for rather a larger family than some of the other designs we have published. The exterior is plain, but its simplicity adds to its effectiveness, the general appearance of the house being substantial and giving the impression of solidity. With neat lawns and well-selected shrubs the house can be made to look very homelike.

For the housewife who has a liking for double doors connecting the living and dining room, this design is admirably suited. It is an ideal arrangement for entertaining, because the doors when open unite both rooms practically into one and give ample space for moving about.

There is plenty of cupboard space, and the general arrangement of the rooms makes for economy of space, at the same time giving ready connection to all parts of the house.

One objection might be that there is no passage from the front door, but the days of the long connecting passage are gone, and the modern bungalow eliminates this waste of space and makes use of every foot for the conveniences in the rooms.

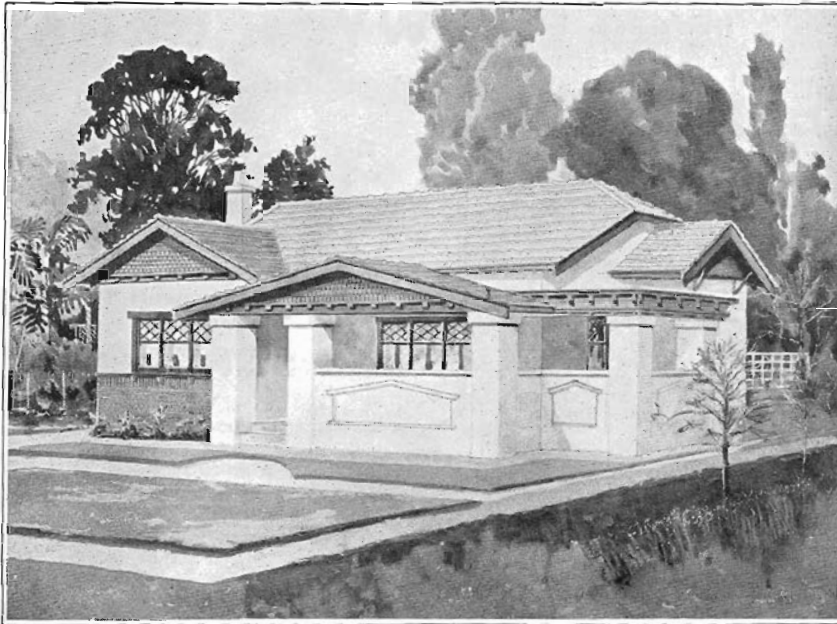
Prices for this house may be obtained from any reputable architect or builder, who will be able to build to this design or incorporate any of its features according to the wish of the home-seeker.



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V.R.M. AUGUST

## V.R. Institute Boxing and Wrestling

The Midseason Boxing and Wrestling Competitions attracted a large house on each of the five nights. They served a dual purpose insofar as the V.R.I. was concerned, inasmuch as they gave us as a body a good lead to work on for our Interstate Competitions, especially in the Wrestling divisions.

The boxing was not up to standard, due to the numerous accidents which befel the boxers, and more especially the good lads, such as J. Haines, who was to have competed in two finals—Bantam and Feather—who unfortunately broke his arm playing football two days before the finals. The lad who won the Featherweight open division—C. Collins—pitted against Haines would have been something worth looking at.

In the Lightweight division, L. Sedgman won a very easy bout from L. Mohan. Dean and White provided a fine contest, but Bandias carried too many guns for Phillips, and won on a technical K.O. In the heats there were also some very fine displays, especially that by the McGrath brothers; they both put up good bouts against their opponents, but were drawn against each other in the final, and then one of them had to forfeit owing to sickness, which was bad luck for the sports, as these two lads always do their best and never have an idle moment in the ring.

The Wrestling, as usual, provided the main part of the programme; the entries were numerous, and this line of sport seems to have come to stay among the amateurs. We have confidence in the boxing and wrestling lads of our Gymnasium to see us through victorious in the Interstate Competitions, which take place in or about October. The wrestling was splendid. T. Alexander, an exceptionally good boy, put up a fine showing with Tom Bolger. Tom won his contest. He and Fred Allan gave us a lively 10 minutes, Tom coming out on top; but Fred Allan seems to me to lack training, and was also unlucky in spraining his thumb before the contest; but Bolger is improving with age, as it were, and looks like becoming a second Meeske. A. Streckfuss won in two weights. One of his opponents, Sutton, is another good boy.

J. Dixon, of Ballarat Institute, and J. W. Stokes, Seymour, both won in their classes, and showed that the Country Centres have got the talent. S. Todd is improving every day, and his bout with T. H. Morris was a very good exhibition, but the weight told in favour of Todd. We are pleased to see again among the lads in the Institute Gym, the faces of Hamon and Fred Allan, two Interstate champions in the Wrestling, and Micky Fearer, Interstate Boxing champion of three years ago; he was something special, and we hope they have come to stay, and more will follow their lead.

Another old-time champion was on holidays in Melbourne, in the person of Alf Gresham, and he was still as enthusiastic, but has given up the game. It is a pity he could not get something going in the line in the Benalla Centre, seeing that Seymour, Bendigo and Ballarat have had a winner in these competitions.

All railway boys are cordially invited to join these classes, as they provide the most healthy form of exercise, along with the Physical Culture section. Don't delay, but make inquiries as to fees, and join up to give us your support.

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FELIX ST. H. JELICOE

**Wrestling.**—Open.—Feather, H. Cousins; Light, C. Angelo; Welter, T. P. Bolger; Middle, T. H. Morris; Heavy, S. Todd. Novice.—Feather, C. J. Munton; Light, A. Streckfuss; Welter, A. Streckfuss; Middle, J. A. Dixon; Heavy, J. W. Stokes.

**Boxing.**—Open.—Fly, G. Perry; Bantam, L. Parnall; Feather, C. Collins; Light, L. B. Sedgman; Welter, R. Dean; Middle, L. Bandias. Novice.—Feather, J. H. McGrath.—J. B. Stewart, Correspondent.

## V.R. Football Association

Results of matches played up to July 15, for Commissioners' Cup, to be awarded to Premiers for 1926:—

	Won.	Lost.	Premiership Points.
Melbourne Yard . . . . .	10	1	40
Jolimont Yard . . . . .	9	2	36
Box Hill . . . . .	8	3	32
Heidelberg . . . . .	8	3	32
Sandringham . . . . .	6	5	24
Flinders Street . . . . .	6	5	24
St. Kilda . . . . .	4	7	16
Essendon . . . . .	2	9	8
Williamstown . . . . .	2	9	8

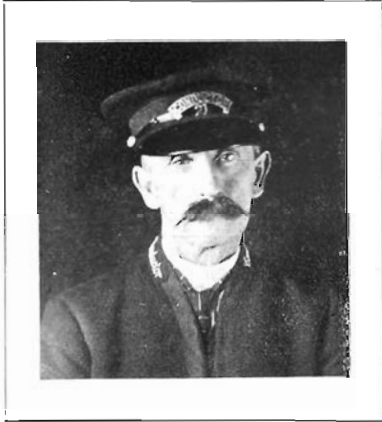
—W. E. Darvall, Hon. Sec.

✱

The death of **Mr. John Whyte**, at Emu, on May 31, severed an interesting link with the early railway history of the State. At the age of 31 Mr. Whyte joined the Service as a Repairer at Lethbridge, under the late Inspector Bowman. In 1879 he was promoted to the position of Ganger, and transferred to Emu. He was the first Ganger appointed on this section of the line, which then terminated at St. Arnaud. He remained in charge of this length until his retirement in 1903, and remained in the district until his demise. The late Mr. Whyte is well represented in the Service, W.R., Roadmaster, at Oakleigh; D.R., Acting Relieving Road Foreman; and T.L., Stationmaster, being sons, whilst there are two grandsons in the Department.

# Jottings From a Railway Conductor's Diary

All travellers on the Albury express know Dick English, who joined the Department in 1889 and has been conductor on that train ever since. He can spin plenty of interesting yarns about his experiences while patrolling the corridors of the Albury train.



DICK ENGLISH is convinced that a person who is born under a lucky star is just as well off as the person who is born a millionaire.

"Some travellers' luck is amazing," he declares. "I remember one night some time ago when there were about 40 sailors travelling to Sydney in a corridor car. As you might expect, they weren't sitting down quietly holding one another's hands, but from a few visits which I paid their car I was satisfied that they weren't doing any harm or making a nuisance of themselves.

"Just after leaving Baddaginnie, however, the laughing and singing slackened suddenly, and I heard a number of tars bellowing: "Man overboard! Man overboard!" I was told that a sailor had fallen out of the train, and on reaching Benalla informed the police, who went back along the track to look for the body, or what remained of it.

"Some little way back they ran into the sailor, walking after the train, without a scratch on him! He had a lot to say when they met him, though.

"And then there was another sailor—a prisoner, who was under escort on the express—who took a header out of the train as it was about to rush through Glenroy station. He got clear away, too, and hasn't been heard of since."

Dick shakes his head thoughtfully as he meditates on the extraordinary luck of these two eccentric passengers.

"On the other hand," he continues, "there are some careless travellers who couldn't expect to get off scot free. For instance, at the time of the Broken Hill strike a crowd of police were travelling from Sydney to Melbourne, where they were to catch the Adelaide express. Some of them, as I learned afterwards, had neglected all Safety First

rules and had seated themselves with their legs dangling out of the train. The result was that three of them qualified for the hospital when they came in contact with the Goulburn River bridge.

"Another time, on the arrival of the Victorian express at Albury, an old Chinaman flatly refused to leave his seat and transfer into the New South Wales train.

"Everyone had a shot at persuading him to move," Dick grins reminiscently, "but he 'no-saveed' like one o'clock, and wouldn't budge an inch. I don't know what he thought was wrong, but it was clear he wasn't going to shift.

"At last I leaned over, grabbed his bag and took it out on to the platform. Along came John at once, crying plaintively: 'Whaffor? Whaffor?' I put his bag down and locked the door of the carriage behind him, so that John caught his right train after all.

"Yes, a railway conductor must be diplomatic at times!"

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## Institute Elocutionary and Musical Competitions

MORE than 550 entries have already been received for this year's Musical and Elocutionary Competitions, which will be held in the Institute Concert Hall on various nights, commencing Saturday, September 4.

The competitions are purely amateur, and are open to—

- (i.) All financial members of the Institute.
- (ii.) Wives, sons and daughters of financial members.
- (iii.) All who are assisting the Melbourne or any of the Country Centre Institute Societies, even though they be non-members.
- (iv.) In addition, there will be a series of competitions open to the general public and Institute members alike, which will be termed "All-Comers' Event."

Valuable trophies will be awarded, and syllabus of events, conditions and entry forms may be obtained from the Victorian Railways Institute Office, Third Floor, Flinders Street Station Buildings.

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## Institute Lecture Season

THE Institute Lecture Season will be continued during August. On August 5 a lecture, illustrated by cinema films, will be delivered, featuring (a) a trip through the laboratories of the General Electric Co. with Thos. A. Edison; (b) Land of Cotton; (c) Busybody; (d) Back to the Farm.

Mr. Tom Tregellas will speak on "The Truth about the Lyre Bird" on the evening of August 12, and on August 19 Mr. A. W. Keown, Advertising Manager, Victorian Railways, will deliver a lecture.

So far as the season has gone, the Thursday evening lectures at the Institute this year have been of a high order, and very popular. That delivered by Professor Osborne on July 15, on the subject "How to Keep Fit," drew a big audience that listened to him with rapt attention.





Mrs. Casey: Me sister writes me that every bottle in that box we sent her was broken. Are ye sure yez printed "This side up, with care" on it?

Casey: Oi am. An' for fear they shouldn't see it on the top, Oi printed it on the bottom, as well.

Dilapidated looking young man: "Are you sure it was a marriage license you gave me last month?"  
Marriage license clerk: "Certainly, sir—Why?"  
D.Y.M.: "Because I've led a dog's life ever since."

Customer: "Do you really think sardines are healthy?"

Grocer: "Well, madam, I never heard one complain."

Slang is fruitful. For instance, a peach had a date with a prune, and when she handed him a lemon he went plumb crazy.

## Looking Back Thirty-four Years

Extracts from "The Victorian Railways Gazette" of January 6, 1892.

**B**ETWEEN two and three years ago the Commissioners purchased the extensive electric lighting plant which was in use at the Melbourne Centennial Exhibition, the price given being £20,000. This plant will occupy the large buildings which are nearing completion at North Melbourne, and will be used for the supply of the Spencer Street Yard, which has hitherto only been partially lighted by electricity.

According to a return prepared by the Government Statist, the value of the railways of this Colony is estimated at £36,000,000, and the net revenue derived from them for the year 1890-91 was £987,922. The gross return was nearly three millions and a half.

It is stated that Mr. Darbyshire, the Engineer-in-Chief, intends to retire from the Department as soon as the lines now being constructed are completed, and that Mr. Rennick, Assistant Engineer-in-Chief, will be promoted to the position.

A very important change introduced by the recently passed Railways Act Amendment Bill is that all the powers formerly held by the Commissioners in regard to construction are transferred to the Board of Land and Works, of which the Minister of Railways is made, ex officio, a vice-president. The Commissioners do not take over any lines until after their completion has been certified to by the Board and the Engineer-in-Chief. The latter and all officers and employes under him are transferred to the employment of the Board, but their rights and privileges are not to be prejudicially affected by the transfer, and they will continue subject to the Railways Act.

When I proposed to my girl she said, "I would rather be excused," and I, like an idiot, excused her. But I got even with her later. I married her mother; then my father married the girl. Now I don't know who I am. When I married the girl's mother the girl became my daughter, and when my father married my daughter he became my son, whereas the girl, my daughter, became my mother. If my father is my son and my daughter is my mother (which is my wife), my wife must be my grandmother, and I, being my grandmother's husband, am my own grandfather.

Jack: "I notice you got up and gave the lady your seat in the tram the other day."

Fred: "Since childhood I have respected a woman with a strap in her hand."

On the anniversary of the running of the first excursion train from London to Brighton, the ordinary 8.30 train from London-bridge was delayed for nearly half an hour by the immense number of passengers. It at last started with "45 carriages and 4 engines; at New Cross it was joined by six more carriages and another engine; and at Croydon by another six carriages and a sixth engine. The greatest apprehensions prevailed at Brighton until 1.30, when the monster train of 57 carriages and 6 engines steamed safely into the terminus."

If a train is generally spoken of as "she," why can't some folks step aside occasionally and let a lady pass?

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Women's Page

## Women and Politics

*"Under this formidable heading, which the cynic might suggest as having reference to a combination of evils, I attempt to give the correct attitude of the average woman to political questions."—Peneiope.*

THE time has surely gone when a woman must merely take her political views as determined by the men of her family, which is equivalent to a man possessing two votes and a woman none.

The necessity for an active interest in the political world, on the part of women, should be evident. We commonly hear a law referred to as a "man made law."

Undoubtedly it is easier for individuals and classes to see clearer their own viewpoint than that of others. There is certain legislation which particularly concerns the interests of women. Naturally, then, when these laws are made solely by men, the viewpoint taken is not impartial, and the sex suffers an injustice from "the man made law." The general opinion is that this state of affairs may be remedied by the active interest of women generally and the united power of their independent vote.

When we consider the complexity of modern-day politics we are forced to recognise that there are many details which can be attended to only by those intimately connected with the problem in question.

Many individuals waste much time and wear out the patience of their friends in discussing innumerable political questions, about which they have little or no knowledge. Foolishly, they profess to thoroughly understand vexed questions, and to be able to solve great difficulties, which have baffled capable men after much deliberate consideration.

Such behaviour is not indicative of taking an intelligent interest in politics—it is a proclamation of folly and ignorance. Fortu-

nately, we are seldom guilty of such folly. We have such glaring examples of so many members of the male sex that we are not likely to commit a similar folly.

Then I would stress the necessity of all members of the community to "think fairly." The request is surely reasonable, yet as surely is it difficult to comply with. I do not think it an exaggeration to say that in 95 per cent. of the cases where individuals express opinions on industrial questions "thinking fairly" has been altogether neglected. Even when our intentions are sincere, "thinking fairly" is difficult.

Our minds are frequently biased—yet unconsciously so. Our minds tend to become slowly yet resolutely moulded by the opinions we hear uttered daily by those with whom we work.

Our ideas are often similarly formed by the paper we read day by day. As we read, we believe ourselves convinced by the arguments set forth.

In conclusion, I would offer the following "Don'ts":—

*Don't carry about someone else's opinion—have one yourself.*

*Don't utter parrot cries—the utterance is indicative of brainlessness.*

*Don't try to solve all the political problems yourself.*

*Don't discuss politics at all if you cannot refrain from becoming personal—endeavour to agree to differ.*

"Think fairly," and if not capable of doing so, make the oyster your pattern of behaviour.

### Hints Concerning the Hair

A WOMAN'S hair is considered her crowning glory. It may or may not be. It depends upon how it is cared for, principally.

Whether you have a shingled head or otherwise, there is no need to worry about the way your hair is coming out. It is as natural for a certain amount of hair to fall out in the autumn season as it is for the trees to cast their leaves.

There is no better time to look after the hair than in the winter. A good tonic applied then stimulates the growth of young hair.

Any chemist will make up the following:—

Five oz. bay rum, 1oz. tincture of cantharides, 2 teaspoonfuls tincture of jaborandi, ½oz. deodorised petroleum.

Rub this tonic into the scalp three times a week, using the tips of the fingers in a rotary motion.

Before you commence any treatment, however, thoroughly wash your hair in warm water and Castile soap jelly, and pouring boiling water upon the latter until it is melted. A tablespoonful of shredded soap and half a pint of boiling water are the quantities. Keep in an air-tight jar, and use when required.

Be careful that your brush and comb are always perfectly clean. At night, before retiring, brush your hair carefully, giving it about 40 strokes.

### This Month's Recipes

#### Brown Walnut Cake

½ lb. flour.  
3 oz. butter  
2 eggs (beaten)  
1 teaspoonful ginger  
1 teaspoonful soda  
¼ lb. of walnuts (chopped finely)  
4 oz. sugar  
½ teacupful of golden syrup  
1 teacupful of milk  
1 teaspoonful of cinnamon

Method: Mix cream, butter and sugar. Add eggs, then stir in the dry ingredients. Add the soda dissolved in the milk, then the warm syrup. Bake for three-quarters of an hour in a moderate oven

#### Nut Cakes

½ cup butter  
½ cup chopped dates and walnuts (together)  
½ cup saltanas  
½ small cup of sugar  
2 cups flour  
1 egg  
1 teaspoonful cinnamon  
¼ teaspoonful baking soda  
Method: Mix well, and bake in paper patty pans in moderate oven for 20 minutes.

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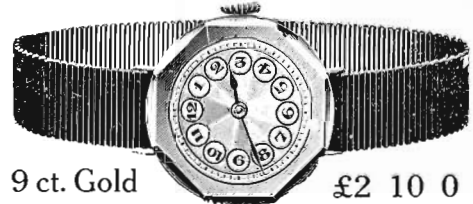
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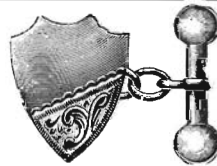
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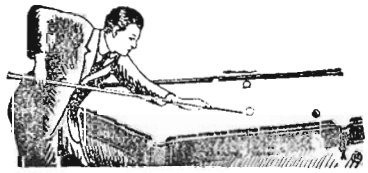
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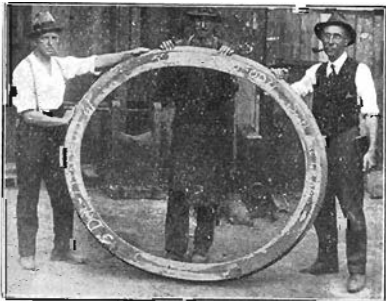
## The Upper Berth

"Nothing but uppers," the Ticket Clerk said,  
And uppers, you know, some travellers dread.  
"What! No lowers! I would rather be dead  
Than to have to sleep in an upstairs bed.  
To climb those steps is a dreadful bore,  
And the gink in the lower is sure to snore."  
He purchased the upper against his volition,  
And wished the whole office down in perdition.  
Another man came like he owned the earth,  
"Give me a ticket and a lower berth."  
The Clerk gave his diagram a glance,  
To see if one could find by chance.  
"All lowers are sold," he regretfully said;  
"How about a comfortable upper instead?  
The springs are much better and, as for the  
air,  
All stuffiness goes when the vents are so near."  
The man bought the upper, no chagrin did he  
feel,  
And all on account of the Ticket Clerk's spiel.  
—"Erie Railroad Magazine."

— \* —

## Maxims for the Month

Gentus is only a great aptitude for patience.  
\* \* \*  
They that govern most make least noise.  
\* \* \*  
Life is a long lesson in humility.  
\* \* \*  
The easiest person to deceive is one's own self.  
\* \* \*  
The wise man is his own best assistant.



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## Successful Railroading

*Some time ago in a personal note addressed to the officers managing an American Railroad, the President pointed out that the strength of a railroad lies in its organisation, and that the strength of the organisation depends upon natural understanding of responsibility and authority. Such organisation, he said, must be built upon personal contact and human appreciation; no management can function successfully merely as a machine.*

*In emphasising the importance of friendly and co-operative relations the President asked each officer in his dealing with everyone to keep in mind that—*

*"This world is full of decent chaps,  
You meet them everywhere,  
Tho' many times you hardly guess  
How kind they are and square.  
"Yet when you too are friendly like,  
And act the part and smile,  
You'll find you have the countersign  
To everything worth while."*

## V.R. Institute Activities

**B**ILLY MEESKE, the famous wrestler and strong man, has resumed duty as Instructor of the Physical Culture and Wrestling Class at the Institute, after his recent visit to America. Messrs. Potts and Angelo will continue to act as honorary assistants.

Every Thursday night the Institute Wireless Club, which has just been formed, meets in No. 7 classroom.

The attendance is increasing, and is now somewhere in the neighbourhood of 50.



Guard J. Nugent, of Warragul, is here seen holding a genuine local resident. The wallaby was found near the station by a railway man.

Being absent when the "Magazine" cameraman snapped his colleagues in the Ballarat Rolling Stock office, Mr. W. E. Maynard, Engine-man Instructor, was photographed later.





"Beau Sabreur."—A stirring tale by P. C. Wren, author of "Beau Geste."

"The Stranger at the Gate" is one of Max Brand's latest thrills.

"Peacock Feathers."—By Temple Bailey—fully sustains the popularity of this authoress.

"The Bronze Hand."—By Carolyn Wells—reveals a grim tragedy on the high seas.

"Black Ivory."—Polan Banks's first novel—is worthy of a master of historical romance.

"Land of the Sun."—By the well-known Edwin J. Brady, is a sunny book.

**T**HE STRANGER AT THE GATE." In the unfolding of this story, Hugh Dascom admits that his position financially, although he is surrounded by every indication of wealth and luxury, is more than precarious, and he tells his daughter very clearly, almost brutally, it seems to her, that her marriage with a rich man is not only desirable, but an absolute necessity.

Rapid action, startling surprises, tense excitement are worked into this story of love and crime with masterly skill, and the alluring charm of Olivetta, amid all the turmoil, will hold readers enthralled. Max Brand presents a lovable character in Olivetta.

**I**N PEACOCK FEATHERS."—Temple Bailey depicts the eternal conflict between wealth and love. Jerry Chandler, the idealist, who is poor, loves Mimi Le Brun, a beautiful, spoiled society girl, whose crowning glory was a mass of shining auburn hair. At the death of Jerry's uncle he inherits a ranch that he has never seen. Here is the shining palace a solution to the problem.

Jerry and Mimi are married, but when they arrive at the ranch nothing is as they have dreamed. The struggle to regain the heights and to save their love proves the worth of Jerry and Mimi.

**C**AROLYN WELLS is always readable. In the "Bronze Hand" she cleverly constructs a plot, reeking with grim tragedy, on an ocean liner.

Three days out, Oscar Cox was found dead in his deck chair, killed by the terrible hand of bronze. It was murder on the high seas. There could be no inquest, there was no coroner; no verdict, since there was no jury. But suspicion there can always be, and to Max Trent's horror it pointed straight to Maisie Forman, the girl he had loved ever since he had caught the first sight of her on deck.

In a surprising manner a great detective emerged from the quietest man in the smoking room, and Fleming Stone relentlessly drew the net. Here is one of Miss Wells's best mysteries in the fascinating setting of a great ocean liner.

**B**EAU SABREUR" is a romance of the French secret service in Northern Africa; in no sense a sequel, it, however, brings back to us in other guises some friends in the legion met in "Beau Geste."

Without any literary pretensions, "Beau Sabreur" may be judged from the aspect of pure entertainment. It stirs our senses with the quick pulsations of adventure—a work that grips. Our copy through Robertson & Mullen's.

**K**ENYA MIST," by Florence Riddell, is a story about the problem of the modern woman, who is resolute to live her own life, free from the conventional trammels of her sex, is worked out in "Kenya Mist" with a skill and an understanding of human nature which will appeal to both men and women readers, to women especially.

Michaela Dundas, embittered by an unhappy love affair, and the widowed Glenison Ross, released from a brutal husband, join forces, and run a lonely farm in East Africa. How she daringly realises her ideal, and what comes of it, makes one of the freshest and most absorbing romances the spirit of modernity has yet inspired.

**B**LACK IVORY," by Polan Banks, is a vigorous work. Although it is his first novel, it is a mature achievement, an authentic re-creation of early American history, revealing a brilliant gift for one of the most fascinating forms of fiction.

Romantic New Orleans of old Creole days is the scene of this sparkling, historical novel. It is the story of Jean Laffitte, a fascinating and little-known figure in American history—the man behind the battle of New Orleans—the dashing adventurer who was to change the entire current of American history.

Love and war, passion and intrigue, clinking cups and gleaming swords, scented moonlight and wailing guitars, are firmly sketched as thrilling episodes in the warp and woof of this captivating story.

**T**HE LAND OF THE SUN," by Edwin J. Brady, is an enthralling book, profusely illustrated throughout. It may be said to be a work of travel through, and description of, Northern Queensland. Brady's prose is as notable as his poetry, and even seems to partake of it so lyrical does he become, singing the praise of that northern land of high romance and glorious future.

It is an appealing book; and to southerners who have not yet visited those northern parts, we would say—get this work; it possesses a mine of information, charmingly told in picture and in polished prose.

E. J. Brady's name as a literary artist stands deservedly high—"The Land of the Sun" fully sustains such an estimate of his already well-known, brilliant abilities as a craftsman. The book may be obtained, post free, for 2/11 from Robertson & Mullen's.

**R**EQUESTS have been received from Donald and Woomelang for the formation of classes in Engine Working and Westinghouse Brake at those centres. Twenty signatures were received from Donald and 15 from Woomelang.

The Council has decided to inaugurate classes and is inviting applications for the position of instructor.

Benalla has made application for a Safeworking Class, but the Council has postponed consideration until a sufficient number of names have been received from intending students.

The Institute Musical Society will hold a concert on August 7. Leading artists have been engaged, including Kingsley Parkes, Madge Wyatt, Dorothy Humphreys and James Hill.

An enjoyable evening is guaranteed.

**M**R. B. COSGRAVE has been appointed sports and Social Officer at the Institute. He is a well-known ex-League footballer and a prominent cricketer. He generally partners Ryder as opening batsman for the Collingwood first eleven.

## Amid Music in Britain

Mr. and Madame Gregor Wood Hear Much.

A splendid experience amid the music of Great Britain and also in Paris was enjoyed by Mr. and Madame James Gregor Wood during the six months' trip from which they recently returned to Melbourne. It is wonderful, declare the popular tenor and contralto, to realise how much can be compressed into so short a period.

Notwithstanding the winter, they experienced beautiful weather throughout their trip, both at sea and on land. During their stay in London, they made use of every opportunity for hearing the best that was doing in music. This was Madame Wood's first visit to England, but Mr. Wood, of course, had studied there. He and Madame Ada Crossley went from Melbourne about the same time.

"I found this time that a great advance had been made in choral singing," he told "The Australian Musical News." "We heard the Royal Choral Society give a fine performance of Elgar's 'Dream of Gerontius' under Sir Hamilton Harty.

"About the finest singing we heard, however, was that of the Glasgow Orpheus Society, under Mr. Robertson, who has made his organisation a very famous one. They are specialists in the particular style of music they render. What we heard was a miscellaneous programme of entirely unaccompanied choral work, several madrigals and folk songs, with Elgar, Dunhill and Holst among the composers. The Glasgow Orpheus has a great following, not only on its native heath, but also in London. This society was to sing in London the day after we sailed. We heard it in Glasgow."

Mr. and Madame Gregor Wood describe their hearing of Holst's "The Planets" by the Queen's Hall Orchestra, under Sir Henry Wood, as a great treat. The performance they declare to have been absolutely superb. Four of the sections were done.

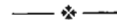
They also recall with great pleasure a concert by Elena Gerhardt, the foremost of lieder singers, and the Lener String Quartet. "That body of players," said Mr. Wood, "is the finest I have ever heard in my life. People told me that I was going to listen to the best the world possesses, and now I am convinced of it. Tschaiakowsky's A flat quartet was given. Gerhardt was very fine, too. She is great on rhythm."

They heard the new violinist, Erika Morina, who has established herself now with English audiences as she had already done elsewhere. Another experience on which they dwell was that of hearing the London Symphony Orchestra, which on this occasion was directed by a "guest" conductor from America.

The Melbourne singers and teachers had the pleasure of meeting Madame Ada Crossley on many occasions. She gave a very big party in their honour to say farewell to them, and there were 100 Australians present at the beautiful home in Cavendish Square, in which she is now established in order to be convenient for the work of her busy husband, Dr. Francis Muecke. On this occasion, Messrs. Horace Stephens, Harold Williams, Madame Evelyn Scotney and Miss Gladys Moncrieff were among those who sang.


Over in Paris the Gregor Woods heard a very beautiful performance of Gluck's "Alceste" at the Grand Opera. Incidentally, they had the good luck to fall in with a former great favourite of Australian audiences, Miss Grace Palotta, while they were travelling to Fontainebleau. On getting to Barbizon they chummed up, and Miss Palotta turned out to be as charming and as beautiful as ever. She insisted on inquiring after Australians almost innumerable.

Mr. and Madame Gregor Wood resumed teaching on May 24th, and are already filling up the time at disposal. Their days at the Victorian Railways Institute are Tuesdays, Thursdays, and Fridays. Intending students should call for particulars. The V.R. Institute is fortunate in having two singers of such wide experience on the instructional staff.



Don't radio so late at night that you cannot tune in on the next day's work.

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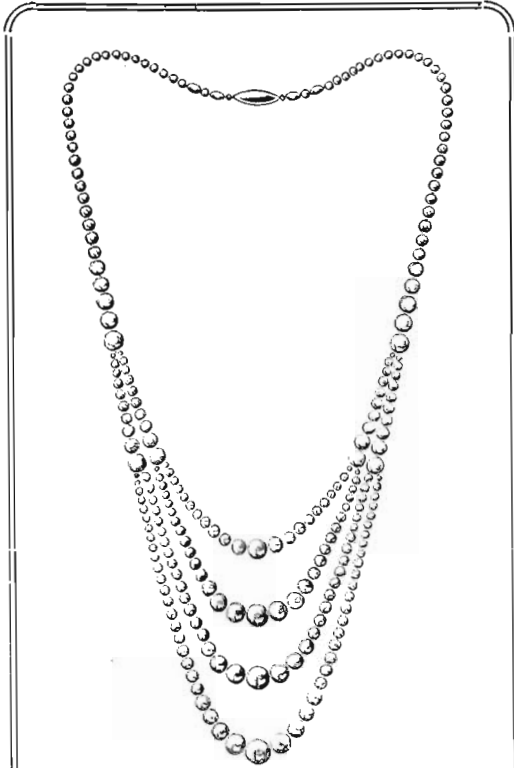
FOR THE WOMAN, the Savings Account provides a handy and safe means of keeping her housekeeping or personal moneys, pays interest on unexpended balances and costs nothing to open.

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## Esperanto

IN view of the fact that the Institute is broad enough in its policy to include foreign languages in its curriculum, might I trespass on your valuable space to suggest that a class be formed for those who desire to study Esperanto, and to furnish a brief outline of this widely-spoken, auxiliary, international language.

Esperanto is a scientifically constructed language.

It is based on the root words common to most languages.

It is phonetic and euphonic.

It is recommended by all prominent educationalists.

It is more easily acquired than any foreign language.

In some languages a student has to learn nearly one thousand inflections or changes in verbs alone, but in Esperanto there are only twelve different forms.

In word endings, a noun always ends with an "o," an adverb "e," an adjective "a," verbs end with imperative "u," infinite "i," conditional "us"; tenses, past "is," present "as," future "os." "In" denotes sex, as patro, father; patrino, mother, etc., and so on, thus throughout Esperanto is found a definite scientifically-constructed word language, which simplifies its teaching and acquirement.

Thoughts and actions are obviously reflexive, and are largely moulded by the world in which we live; the world of the dull, illiterate, is a world of circumscribed ideas, but the world of the thinker and student is full of new thought, of advancement, of creative development, and unlimited possibilities. Why, then, should we limit our world to the English languages and our immediate associations?

Esperanto opens the way to all languages and all nationalities; it is the channel through which scientific thought and modern ideas will flow as between nation and nation, for no longer is the barrier of speech a mountain in the path of progress.

Esperanto is now spoken throughout the whole world, and Esperantists can be found in almost every town of any importance.

The British Esperanto Association regularly receives 82 Esperanto journals, published in the various countries of the world.

These are roughly classified as follows:—

General interest, 35.

Commercial, 2.

Literary, 4.

Social and political, 10.

Religious, 13.

Scientific, 8.

Not classified, 10.

Thus to-day the thoughts and aspirations of all peoples are being given world-wide circulation; at the same time an army of erstwhile foreigners are corresponding with each other by means of Esperanto.

Thousands of books by the greatest authors of all countries have been translated into this new language, thus bringing into our midst a field of hitherto unexplored, and to a large extent unknown, literature of price-less value.

The General Directorate of the Austrian Federal Railways has recommended that its employees study Esperanto.

The Swiss Railways extend facilities to its employees; the German and many other of the European nations have adopted a similar policy.

The International Radio Congress has adopted Esperanto as an official language, and 50 stations in 19 countries regularly broadcast in Esperanto for the benefit of all nations.

Esperanto is the solution of the "towers of Babel," and the Institute would serve both education and international peace by arranging to include the subject in its language list. The secretary of the Australian Esperanto Association, Mr. R. Rawson, 212 Swanston Street, Melbourne, would gladly answer all inquiries.—"Espero."

✱

General regret was expressed at the tragic death of **Fitter Keith Marsh**, employed under the Workshops Manager, Spencer-street. Mr. Marsh collided with a motor car whilst riding his motor cycle along Elizabeth-street, and was conveyed to Melbourne Hospital in a serious condition. On admittance, a transfusion of blood was necessary, which was given by his father, but this proved to be too late to save him. He was a general favourite amongst his fellow employees, and much sympathy is extended to his parents and family on his untimely death.

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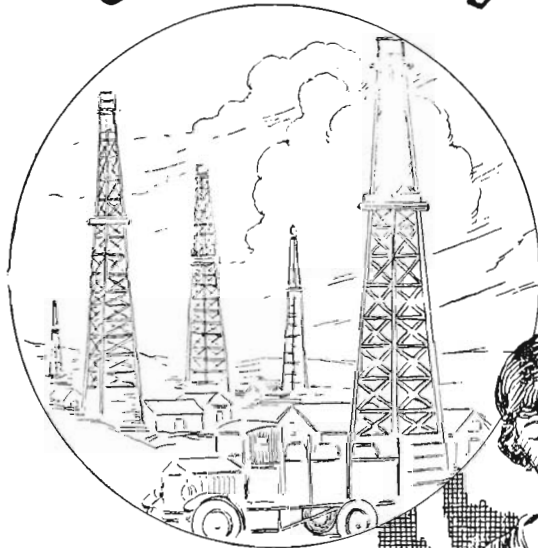
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**NEW**  
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**Electric Vacuum Cleaner**

**R**EMISSION of Customs' Duty has made possible another big reduction in the price of this efficient cleaner. The "Premier" is now the lowest priced Electric Vacuum Cleaner on the market—and it is sold under a twelve months' guarantee by the **AUSTRALIAN GENERAL ELECTRIC COMPANY**—distributors of the famous "HOTPOINT" Electric Appliances. The eight additional attachments for every kind of sweeping and cleaning are supplied **FREE** with the "PREMIER."

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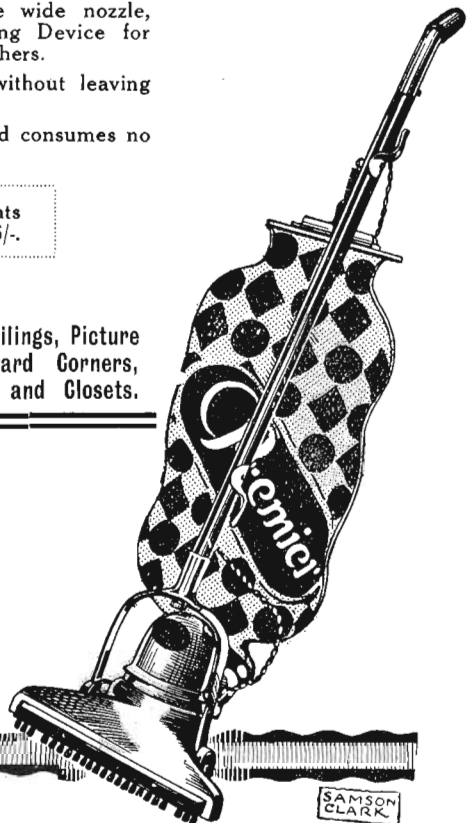
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The "Premier" operates from any electric lighting service and consumes no more current than an ordinary electric lamp.

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CLARK.



VICTORIAN RAILWAYS

## Wanted! Ideas.

**W**HY should railwaymen submit suggestions to the Betterment and Publicity Board? That's an easy question. The answer is, that our job is dependent upon the wellbeing and successful operation of this great transportation system. Waste and inefficiency are common enemies of both the administration and the staff.

The suggestions you submit will win their own reward. Most readers know that we have paid out £10,000 in awards, and one member of the staff has received as much as £420 for one suggestion.

If we can only get 28,000 minds focussed on the railway system ready to make suggestions for improvements both small and large, we will undoubtedly still further improve this system of which all railwaymen should feel proud.

"Service" should be our aim in carrying out our railway job, and if you get that idea firmly fixed in your mind you will find many suggestions will occur to you.

Most men have a feeling of pride in the manner in which they carry out their job. Here in the Victorian Railways we should endeavour to cultivate that spirit in providing transportation service for the people of Victoria. There is an inspiration in the thought of the magnitude of our service, for the railroad plays such an important part in the life of the community; and knowing how dependent the public are upon railroad transportation, we should be all the

keener to improve it. There is an ever-ready means for you to do that by submitting suggestions.

Some members of the staff have the feeling that their suggestions may not be "seasoned." Do not let that thought deter you. We are only too happy to explain to you why any suggestion cannot be accepted.

Leave your hall mark somewhere on this railroad system. You should be proud to point to some suggestion which has been adopted and name it as your own. There is satisfaction in knowing that you have played more than an ordinary routine part in helping to improve this vast public utility.

When we first started certain propaganda, several months ago, to increase the number of suggestions, we were receiving about 230 a month on the average. Now we are averaging close on 500 a month. We are aiming to achieve better results still. You have heard our ambitious request for at least "one suggestion a year" from each member of the staff. This could be made an accomplished fact with the assistance of every railwayman. Do your part and help!

This request stands as a challenge to the enterprise and resourcefulness of the staff of the Victorian Railways. Think out some suggestion, no matter how small or trivial it may be. The process of thinking will sooner or later probably lead you to make a big one which will bring you a good reward, quite apart from the satisfaction it will give you.

**KEEP YOUR EYES ON THE SYSTEM, AND REMEMBER TO SUBMIT  
"AT LEAST ONE SUGGESTION A YEAR."**

# THE VICTORIAN RAILWAYS MAGAZINE



VOL 3 - No 9

SEPTEMBER 1926



## THREE NEW LINES

*MacRobertson*

**"GARLAND" Chocolates** in  $\frac{1}{2}$ -lb. and 1-lb. Boxes and Tins.  
The last word in Chocolate  
assortment. Packed in the most artistic box yet produced, and wrapped in  
specially prepared transparent paper.

### 1/- Scorched Almonds

This popular line packed in  
dainty Cartons.

### 1/- Marzipan Fruits

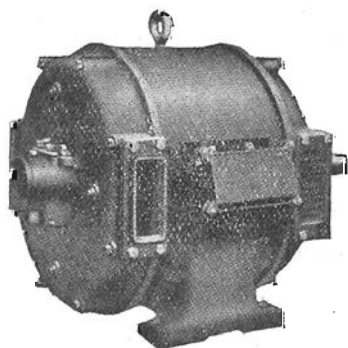
Also packed in artistic Cartons.  
Sure to be popular.

*MacRobertson*

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4. High efficiency
5. Quick starting
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# Be ready for Spring GET A KODAK

For the coming months out-of-doors will claim every spare moment. You will enjoy yourself in many ways—but most of all if you take a KODAK and bring home your happiness in snapshots.

For a SPRINGTIME KODAK, we suggest a VEST POCKET KODAK, for pictures  $2\frac{1}{2} \times 1\frac{3}{8}$  ins. Never in the way.

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# THE RAILWAY MAN



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This heightened sense of responsibility is carried into his private life. It gives the railway man a serious view of citizenship, and leads him to save consistently.

The State Savings Bank affords him perfect security, and offers special facilities for withdrawals in any part of the State.

**ONE SHILLING WILL OPEN AN ACCOUNT.**

## The State Savings Bank of Victoria

New City Offices:

(Convenient for Railwaymen)

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{ Corner Swanston Street and Flinders Lane

**GEO. E. EMERY,**

**General Manager.**

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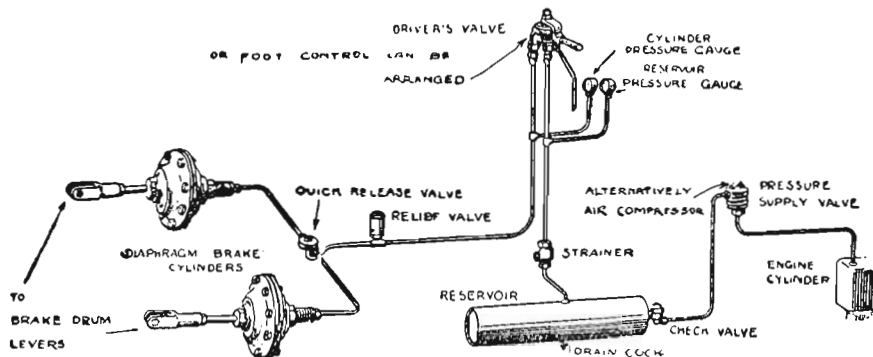


Diagram showing simplicity of system as used for any type of road vehicle without trailer.

These brakes ensure:—Maximum braking power, freedom from skidding, shorter stopping distance, easier control, greater safety through the elimination of manual effort, etc. In making enquiries, state maker's name of vehicle, model, type, etc.

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# The Victorian Railways Magazine

ISSUED UNDER THE AUSPICES OF THE VICTORIAN RAILWAYS INSTITUTE.

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## PRINCIPAL CONTENTS FOR SEPTEMBER

	PAGE
THE 12th RESO TOUR WAS A GREAT SUCCESS .. .. .	5
150 MILES OF ELECTRIC CABLE .. .. .	9
MODERN METHODS OF FREIGHT YARD OPERATION .. .. .	10
What Mr. S. P. Jones, Asst. Chief Engineer of Signals and Telegraphs, saw in America.	
HOW EXPLOSIVES ARE HANDLED ON THE VICTORIAN RAILWAYS .. .. .	11
Some of the strict regulations governing this handling of dangerous freight.	
VICTORIAN RAILWAYMAN'S FINE ROSE BOOK .. .. .	15
ARARAT RAILWAY VETERANS SPEAK OF THE DAYS THAT ARE GONE .. .. .	16
Read about the railwayman who kidnapped King George.	
RAILWAY SIGNALLING IN AMERICA .. .. .	17
Lecture by Mr. S. P. Jones, Asst. Chief Engineer of Signals and Telegraphs	
PROBLEMS OF RAILWAY FINANCE .. .. .	19
By Mr. T. F. Brennan, Chief Accountant	
CITRUS FRUITS ARE BALLS OF SUNSHINE .. .. .	20
By Mr. W. Cattanaeh, Chairman, State Rivers and Water Supply Commission	
ARARAT'S NEW INSTITUTE OPENED .. .. .	21
Full Account of the Official Ceremony	
THE SHEREMETEFF GRAVITY-ELECTRIC POWER UNIT .. .. .	24
Ingenious and novel railway apparatus explained.	
A LITTLE TALK ON THOUGHTLESS DAMAGE .. .. .	26
Instances of carelessness which all railwaymen should strive to avoid.	
SUCCESS AND HAPPINESS—WHAT IT MEANS .. .. .	31
IMPRESSIONS OF RAILWAY TRAVEL IN U.S.A. .. .. .	33
By Mr. H. Malcolm	
PRELIMINARY PLAN OF VICTORIA'S NEW "PACIFIC" LOCOMOTIVE .. .. .	38
LET'S CO-OPERATE TO PREVENT DERAILMENTS .. .. .	47
By Mr. M. J. Canny, General Superintendent	
OUR RELATIONSHIP WITH RAILWAY USERS .. .. .	60
By Mr. C. Dunstan	
THE USUAL BUDGET OF REGULAR FEATURES — SAFETY FIRST, WOMEN'S PAGE, CHILDREN'S PAGE, GARDENING, WIRELESS, HOME BUILDING, SPORT, BOOK REVIEWS, INSTITUTE DOINGS, PERSONALITIES.	

Articles published in the Victorian Railways Magazine express the views of contributors, and are not to be accepted as coming from the Administration unless specifically stated.

FOR 7s. per annum in advance the "Magazine" will be forwarded to any address.

It is delivered free to all members of the Victorian Railways Institute.

Articles and reports on matters of interest to employes, short stories and verse, photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor, "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

All enquiries, except on advertising matters, should be addressed to the Editor.

Telephone enquiries to Central 5480; or Railways 174.

For advertising rates, application should be made to the Railways Advertising Division, Savings Bank Buildings, corner of Spencer and Collins-streets, Melbourne.

Telephone enquiries to Central 6414, or Railways 139.

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## TOPICS OF THE MONTH



### CLEAN UP THE PROPERTY.

**H**AVE you read the story of Henry Ford, who, when plans for a new building to hold the company's files were submitted to him, tore up the plans and commented, "Junk the files."

"Keep a thing for seven years and you will find a use for it," presents another side to the picture. But which method is more profitable?

Nothing is more likely to lead to inefficiency than mountains of records and files. This comment does not, of course, condemn intelligent classification or the filing of helpful information and figures.

This leads to the conviction that everything that has survived its usefulness should be disposed of as prescribed by the regulations. Our wives have a "spring cleaning." Why should not railwaymen have a continual "spring cleaning"? Doing this will help us to find quickly what we want when we want it.

\* \* \*

Similarly, we should reform our own minds. We can do a lot of careful mental filing. We must not clutter up our minds with records we may never have need to use. We must have our mind in such shape that we can readily call upon it for information necessary to our work.

### DO YOU SAY "GOOD MORNING"?

**D**O you always remember to say "Good morning" in your most cheerful manner when you arrive at the station, the office or the workshop? It is only a little thing, but it is powerful to smooth the way for a pleasant day. How often we need to be reminded that it is the little things of life which go to make up happiness.

\* \* \*

Have you ever been in an establishment when some men arrive for the day? With a cold stare they pass their comrades without a word of cheer. Conversation ceases in the vicinity and the atmosphere of the place seems chilled—as if a window had been opened wide in the depth of winter.

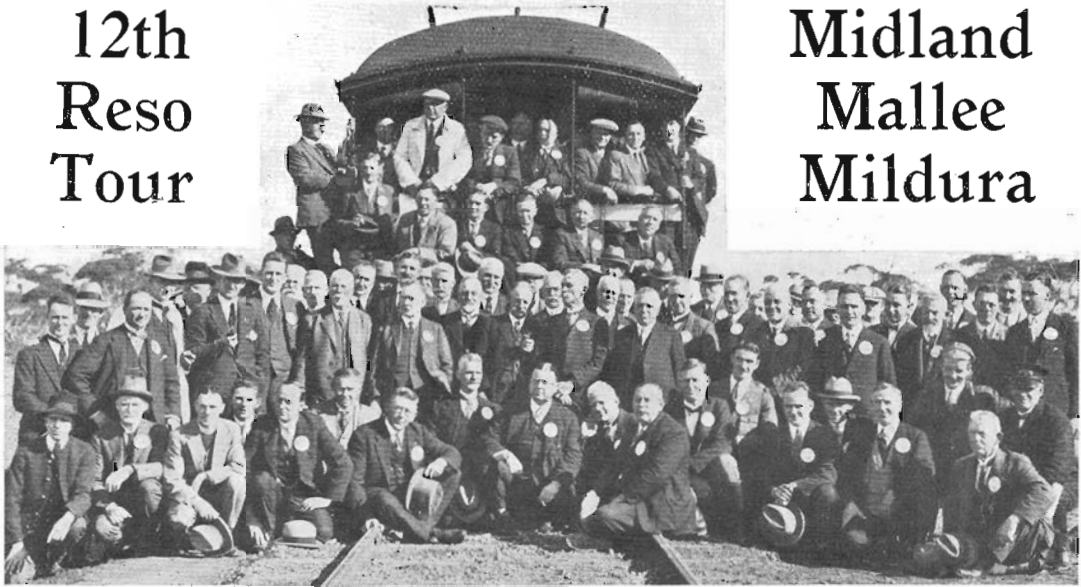
Contrast this with the spirit which prevails in many other establishments—a spirit of cordial welcome and friendly fellowship, where "Good morning," "Good night," and again "Thank you" and "Please" grow like flowers in the tropics.

\* \* \*

How little most men seem to realise the fact that their words of conversation permeate the establishment as surely and as completely as sugar sweetens tea.

## 12th Reso Tour

## Midland Mallee Mildura



One of the most successful tours of the Victorian National Resources Development (Reso) Train yet conducted was completed on July 24, when 66 representative gentlemen from all parts of the State returned to Melbourne, after having spent a highly instructive and most enjoyable week on a tour through the Midland, Mallee and Mildura districts. Members of the party said that the tour had been an eye opener to them.

**T**HE district organisation was perfect, and this spoke volumes for the energy and enthusiasm put into the work by the secretaries of the District Reception Committees, who laid themselves out to place the best facilities at the disposal of the visitors to enable them to see the resources of the country.

The tour opened with a morning visit to Creswick, where residents met the party and motored them to the State Nursery and Plantations. Here trees in various stages of growth were inspected, and Mr. Commissioner Gay, in a brief address, outlined the aims and objects of the Victorian Forests Commission.

A visit to the district pottery and a tour through some fine agricultural and grazing land was brought to a close by a civic reception attended by the Mayor (Cr. T. Cushing) and the Shire President (Cr. A. L. Nase), given in the Town Hall. Their welcome was supported by the member for the district, the State Treasurer (Sir Alexander Peacock).

Maryborough proved to be quite a surprise for the visitors. Those who had not visited the town in recent years had formed the opinion that Maryborough was a decadent mining town. Their surprise can be imagined when they found a progressive community with a flourishing shopping centre, and a knitting mill employing 300 hands and distributing £1000 a week in wages. Mr. Schemp, the works manager, was courteous itself in showing the visitors around, and they were loath

to leave the machinery for making knitted goods, especially the wonderfully intricate machines for making lace, the only ones of their kind in Australia.

A feature of the Maryborough visit which appealed to the agricultural men in the party was the visit to Mr. J. Williamson's stud farm at Carisbrook. This farm is one of the finest in Victoria, and the hour spent at this property proved both instructive and enjoyable. The visitors were loud in their praise of Mr. Williamson's enterprise, and thanked him for his kind hospitality in showing them round and providing light refreshments.

A visit to Mr. Cole's poultry farm, where thousands of one-day chicks were seen, and an inspection of the Maryborough Small Tools Factory completed the afternoon.

At night the visitors attended a civic reception by the Mayor (Cr. R. W. Laidlaw), and the proceedings were successfully broadcast through 3LO.

After such a busy day members of the party were ready for bed, and few noticed the 200 miles journey from Maryborough to Underbool, which the train reached early next morning. Here Mr. E. Bryant and his committee had organised a warm welcome. Unfortunately the roads were too bad to enable the party to be taken to the Pink Lakes, for which Underbool is famous, but there were compensations in the visit to the fine property of Mr. N. Maxwell, a Mallee pioneer, whose story of settle-

### OUR COVER DESIGN FOR SEPTEMBER.

*September is the month of Spring, when the wattle blooms in the gullies of the Australian bush, and when the country is calling.*

*It is appropriate, therefore, that our cover design this month should feature the Victorian Railways Commissioners' latest poster, which has been issued throughout the Melbourne electrified area, with the object of directing traffic to our nearby mountain tourist resorts, now ablaze with the golden bloom.*

*The bottom of the poster gives details as to the places where blooms are at their best, and a final message is added to travel by train.*

ment in this district is one of the romances of the Mallee. His recital of his early struggles and his triumph against adversity made a strong appeal to the Resonians, and their thanks to Mr. Maxwell for his desire to show the visitors what could be accomplished were expressed by Mr. M. B. Finney, Manager of The Australian Bank of Commerce Ltd.

Murrayville, one of the most distant outposts of settlement in Victoria, laid itself out to give the Reso party a great reception. One of the most pleasing features of the whole tour was the welcome given by the school children. They were delighted when the chairman of the party (Mr. D. H. Dureau) spoke a few words to them, and invited them to inspect the train and accept some fruit from the dining car steward.

After an inspection of the experimental plots at the school, the party witnessed a most interesting demonstration of Mallee rolling and ploughing with the stump-jump plow hauled by a tractor. An inspection of district farms occupied the remainder of the afternoon, the visitors being wonderfully impressed by the splendid quality of the land and the fine crops.

A happy "get together" gathering was held at night in the district hall, when Gippsland, the Wimmera, the Western District, and the metropolis rubbed shoulders with Murrayville.

#### Inspected Experimental Plots

An interesting morning was spent the next day at the experimental plots of Mr. P. G. Stewart, M.H.R., at Carwarp, and after picking up the District Reception Committee at Redcliffs, the party was taken for a tour of the Merrinee line to give them an opportunity of comparing the old and the new Mallee country.

The youth and optimism of the Redcliffs settlers made a strong appeal to every Resonian. The settlers took the party for an inspection of the great pumping station (the largest in the Southern Hemisphere), and showed them the pruning and other operations on the dried fruit blocks; also operations in the packing sheds where the fruit is prepared for the market.

A striking demonstration occurred at the Baby Health Centre established for the instruction of the wives of settlers. Here Mrs. Broomfield, the President, in a few well chosen words, outlined the work which had been done and the difficulties to be encountered. Her remarks made a strong appeal to the party, and, quite unsolicited, one gentleman handed up a £1 note. The effect was electrical. In an in-

stant every member of the party had his hand in his pocket, and in less than three minutes £42 had been contributed to assist the Committee of the Redcliffs Baby Health Centre in their noble work.

The visitors were further impressed at the night function with the energy of the Redcliffs settlers, where it was clearly demonstrated that the Diggers were still imbued with the spirit of the A.I.F. They gave facts and figures concerning the dried fruits industry, and impressed everyone by their desire to make good.

Thursday was one of the busiest days of the tour. Immediately on arrival at Mildura district residents and officers of the State Rivers and Water Supply Commission took charge, and conducted the party in small groups over Lock No. 11, one of the engineering operations being carried out in connection with the conservation of the Murray waters. Inspections of district activity, such as fruit areas and the Aurora Packing Sheds at Irymple, followed.

#### A Trip Across the Murray

An instructive item was fitted in the afternoon programme, when residents took the party across the Murray River in punts on an 80 mile tour through splendid country. Interspersed was a visit to Wentworth, where the Mayor received the party, and entertained them at afternoon tea. Further opportunity was given here to inspect Lock No. 10, adjoining the Wentworth township.

Members of the Reso party were free at night, but most of them attended a splendid orchestral concert given in the town in aid of the district hospital.

Perhaps the most instructive demonstration of farming methods given during the tour was that at Birchip the following morning, where the district committee had arranged a display of old-time and modern Mallee farming methods on the property of Mr. F. Porter. No less than 42 splendid draught horses and a tractor contributed to this display, which comprised plowing, harrowing and drilling. Never before had the visitors seen such a gathering of splendid horses in actual operation on a farm, and cameras clicked on all sides when the 42 horses lined up. The ladies here had gone to considerable trouble to provide morning tea for the visitors.

Rain had affected the roads in the St. Arnaud district, and it was impossible to carry out the original programme of (Continued on p 57)

Members of the Parliamentary Standing Committee on Railways photographed on the day they inspected the V.R. Storehouse at Spotswood, accompanied by the Commissioners. On the left (bottom to top): Mr. J. D. Deany (Chairman), Mr. G. C. Webber, M.L.A., Mr. A. E. Chandler, M.L.C., Commissioner Mr. Shannon, and Commissioner Mr. Molomby. Centre (bottom to top): Mr. Lynch (Secretary to the Minister), and Mr. H. W. Clapp (Chairman of Commissioners). Right (bottom to top): Mr. A. Bell, M.L.C., Mr. C. W. J. Coleman (Chief Storekeeper), Mr. F. W. Eggleston (Minister of Railways), Mr. A. E. Lind, M.L.A., and Mr. G. Brown (Secretary to the Standing Committee).



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## Henry Ford's Code of Cleanliness

Rust and dirt, says Henry Ford, hide cracks and defects on engines and other railway property that cleanliness would discover.

**W**HENEVER a man on Henry Ford's railway has nothing else to do, he is supposed to clean something. Every day is a clean-up day.

There is no more reason for the presence of unclean and unpolished material on a railroad than there is for a right-of-way not being clear, Ford says.

When dirt is removed, it is possible to have close inspection for defects which might otherwise escape notice and do serious damage. A layer of rust may do more damage than a year of wear.

The poorhouse atmosphere cannot exist about an industry which expects its employes to take pride in it and their work. Industries with the greatest degree of physical disorderliness invariably show the lowest output, the lowest wage, and the least profits.

Dirt is clogging wherever it is found. Bad years or good years, money or no money, the care of tangible wealth is the first sign of a good business man.

Surprising results may be obtained by turning attention to cleanliness in times of dull business. Cleaning up the property may result in so clearing up the mind that new business will be discovered where none was thought to be. The tradition that disorder and rushing business go together has nothing to it.

Industry has commonly believed that time spent in tidying up is time wasted. Yet for every example of disorder there can be found an example of inefficiency. To know the condition of a thing, clean it up and keep it clean. Dirt and disorder hide all manner of defects. Value may be lying unused. Wealth may be accumulating in junk piles awaiting discovery.

The surest way of keeping anything clean is to finish it in such a manner that even the slightest speck of dirt will show out prominently. We spend about £100 per engine nickel-plating the cab fixtures, railings, number plates, monograms, piping, and so on, and we find that it pays.

The practical side of having things clean, in addition to the pride it gives the men and the better work they do because of their pride, is that frequent cleaning means frequent inspection. For instance, the other day, an engineer, in shining up the driving rods of a locomotive, discovered a crack in one of them.

Ordinarily, this rod would not have been cleaned, and that it was cracked would not have been discovered at all. Instead, we should have had an accident, and perhaps a costly one, on the road. One of the largest economies we know is to put plenty of time and money into keeping things clean.

# Selling Service in Large Quantities

The greatest business development in America in the last 20 years has been in the field of service. This American businessman gives some interesting facts concerning this development.

WHEN I hear anyone declare that the choicest plums of opportunity have been picked by those who got in early and that competition is now so fierce that a lot of able young men are going to get left empty-handed through no fault of their own, I feel like telling them: The road of opportunity to-day is a broad, smooth, paved highway, set with easy-reading signs and manned by traffic officers who know how to keep you moving on to material success at third speed with a heavy foot on the gas.

When the successful men in middle life were finding their way, opportunity was an unblazed trail. But probably not many young men just out of school to-day will believe this.

The supply of six-cylinder men is not now anywhere near equal to the demand—because business to-day is on an immensely expanded scale compared with a decade ago. I could place to-day twenty men in high-salaried executive positions if I could find those qualified to fill the jobs.

The greatest business development of this country in the past twenty years has been in the field of service. Until recently service as an article of merchandise was largely confined to the professions. Business dealt in physical commodities mainly.

My companies virtually sell nothing but service, and the tools with which to render service of a sort not dreamed of twenty-years ago.

I believe that the American public pays more for service to-day than it paid for both physical commodities and service combined a decade ago. Anyhow, the creation and merchandising of service have expanded by leaps and bounds within the last ten years—and are only fairly getting under way, as I see it. Most physical commodities can no longer be successfully merchandised without selling large quantities of service in the bargain.

Of course service could not command the people's money excepting in a country like ours, where the real earnings of the workers—as

expressed in the comforts and luxuries which they are able to buy—are high.

Service is essentially a prosperity crop; this country is prosperous, and, I think, will continue to be so almost indefinitely, using the term prosperous in comparison with conditions in European countries as they are to-day and will continue to be for many years to come.

I began to learn the merchandise value of service when I was six years old and sold papers. There I found that selling papers was only another name for selling myself. Later I came to realise that this is the sum total of selling service. My customers used to call me "Johnny-on-the-Spot" with my papers, and soon I had a line of them who stuck to me.

Take Charlie Gray, operating head of a big company. His schooling was about equal to my own. Only fifteen years ago he was a driver of a taxi-cab, and didn't have a £1 to his name.

But he was decent all the way through, and thoroughly human. Besides, he had a marvellous capacity for selling himself to everybody he met. And he gave himself without stint to his job, to his fares, to his boss. He went all the way, in every direction, and never held back! It now takes four figures to indicate Charlie Gray's fortune.

There is one outstanding peculiarity about selling service which every employer and executive must recognise: It rests upon the foundation of selling real all-wool, yard-wide opportunity to the men who put it across with the ultimate consumers.

Opportunity? Our companies spend more than a million dollars a year in coaching our men to grab it. We train and groom them to win in the race as if they were so many race horses being fitted for the track. Their attitude must be whole-hearted, or they can neither sell nor deliver service. The man who isn't ready to go all the way in selling service has no future in it; he'll go to the scrap heap.

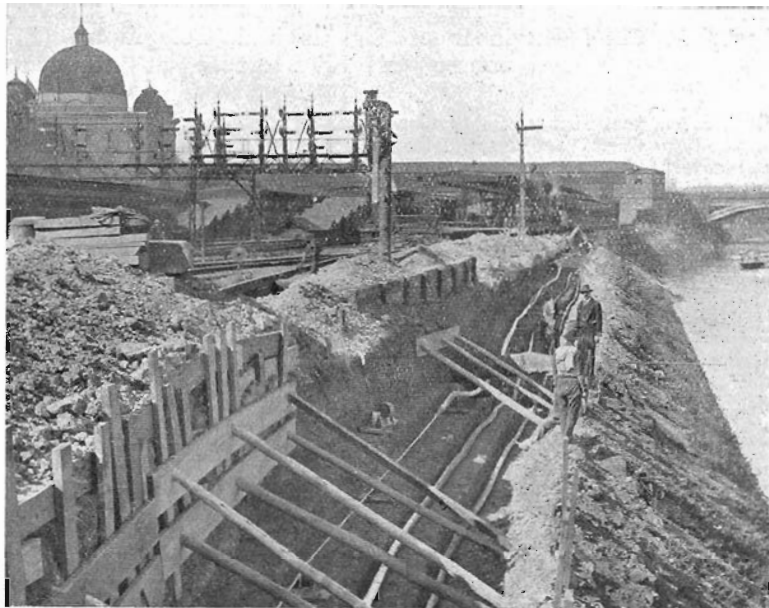


Some of the gang at work relaying the track between Melbourne and Seymour.

# 150 Miles of Electric Cable



The main arteries of the electrification system can without doubt be said to be the 20,000-volt underground supply cables, through which current at 20,000 volts leaves the Newport Power House, and is conveyed to the various metropolitan and suburban substations.



*Not many railwaymen are aware that electric cables are buried along the bank of the Yarra near Flinders-street Station. This picture, which shows their location, was taken during the laying operations in March, 1916.*

IT may not be common knowledge that the course followed by these cables is not, generally speaking, along the railway lines. How many railwaymen, for instance, are aware that some of them are beneath their feet when walking along Church Street, Prahran, or when walking along Flinders Street, or paying a visit to the fish markets.

Others, again, are buried in such busy thoroughfares as Bridge Road, Richmond, while several of the main cables are buried in the middle of the Yarra River, near the Power House.

These cables cross the river in a sort of ditch, dredged across the river bottom, which time has filled in and covered up with Yarra silt. When travelling down in a steamer, notice boards can be observed, showing the position at which these submarine cables lie.

The Electrical Superintendent (Mr. J. D. Ravenscroft), who maintains the cables, and who supervised their original laying, is of opinion that the system is second to none in reliability. It is based on his experience in other parts of the world.

The number of breakdowns which have occurred is very small, there being only 16 faults in 11 years, with a mileage of 155,392.

Of course, at times, faults will occur, and an organisation is ever in readiness to deal with these failures.

First of all, the fault has to be located. This is done electrically, and tests used show the distance in yards or miles from the point

at which the test is made. These tests are sometimes complicated and difficult.

On other systems than the Victorian Railways, the officers looking for a fault proceed to go through a laborious and inaccurate process of trying to measure along the cable route to find out where this position lies. One can imagine a man with a tape spending many days dodging traffic and pedestrians in a busy city road, as well as endeavouring to measure cables in a river.

However, in our case, with the system devised and developed by ourselves, we can, for instance, on finding that the fault lies 7000 yards from the Power House or substation, look on our chart book, and see that the 7000 yards would bring us to a certain street corner in the city or suburbs, and we can immediately set to work to dig up our cable. Our charts show us the length of actual cable, with the distances to each definite landmark along the route.

This scheme was devised by Victorian railwaymen, and developed in the Department, and undoubtedly saves valuable hours and even days, when any breakdowns occur.

The cables are buried at an average depth of 4 feet, and it will be seen that to dig up holes casually in the city streets and so forth could not be permitted. Accuracy, therefore, in these cases, means efficiency. The jointing of these cables is very elaborate, and a specialised job, and expert jointers are employed for carrying out this work.

# Modern Methods of Freight Yard Operation

Interesting details of freight yard operation in America were given by the Assistant Chief Engineer of Signals and Telegraphs (Mr. S. P. Jones) during the course of his lecture at Jolimont recently.

IN the Western States of America the freight yards are flat, and classification is effected by kicking the cars into the various roads by yard engines. Each yard engine has a shunting crew consisting of a conductor and two or more yardmen, who do just the same work as our shunters.

Many of the yards are not lighted at night, it being stated that the shunters' lamp signals are more readily picked up by the engine-men without general lighting. It was also said that more work is done in a given time at night than in day time, as at night there is nothing to distract the attention of the men. However, it was found that many of the Eastern freight yards were flood lighted by powerful lights in projectors carried on steel towers from 70 to 120 feet high.

The method of operating the large Eastern freight yards is interesting. When a train arrives at a freight yard where it is to be broken up, the train is taken to the receiving yard, where the road engine is cut off, and goes to the round house. The train is examined for bad order cars and a hump engine is attached to the train, which is pushed over a hump (the name of which is self explanatory). The cars are uncoupled as required, and are directed to their proper roads in the classification yard, whence they are pulled into the departure yard, made up into trains, and despatched to their destination.

In modern yards the points leading to the various roads are operated by power from one or more towers. Where the points are near the tower and are plainly visible, there is no check on the tower man, but if there is any obstruction to the view, track circuits are provided so that the points cannot be altered while a car is passing over them.

While the train is being examined, lists showing the cars in consecutive order with destinations are prepared and copies are handed to each towerman.

## Influence of the Seasons

The difference in freedom of running in summer and winter is noticeable on our gravitation yards. It is much more marked in America, and the grade of the hump is altered twice a year. The earlier method of doing this was actual regrading with ballast, which is placed under the tracks in winter and scraped out for the summer season.

The modern hump yards have an adjustable hump, in which the track is supported on girders, which are raised by a hydraulic jack and packed up in winter. In summer the grade is reduced again by removing the packing.

A hump signal which indicates the speed of operation required is controlled from the hump office.

When all is ready for the train to be broken up, the signal indicates "Proceed" to the driver of the hump engine, and the train is pushed over the hump at a uniform rate.

A pin puller disconnects the automatic couplings at the correct places, and a car rider takes charge of each cut of cars, it being his duty to apply the brake so that the cars he is riding couple up to those previously placed without undue shock.

A special motor car track is usually provided, and a rail motor running on this track brings the car riders back to the hump.

In a busy yard with trains of 70 to 125 cars, there is a regular army of car riders employed, and in spite of the motor car transport, the work has to be stopped frequently, awaiting the return of the riders.

This delay and expense gave rise to a mechanical brake or car retarder which was developed by the Vice-President and the Master Mechanic of the Indiana Harbour Belt Railroad at Chicago, and applied to their Gibson Classification Yards. The retarder consists of a series of moveable iron plates on each side of the rails of a track; these plates are capable of being closed with variable pressure on the wheels of any vehicle passing over the section, and they very effectively reduce the speed.

## Electro-Pneumatic Installation

The original installation at Gibson Yard was made up on the spot. The installation is electro-pneumatic, and car fittings such as brake cylinders and car springs were used in the construction. The retarders are grouped, and are worked from five towers, power operated without any lock or track circuit, they are close to the towers, and it was not considered necessary to provide any safeguard against splitting a car.

The yard is so graded that cars run at a uniform speed after passing the last retarder, and there is a slight rising grade at the departure end of the sidings.

It is estimated that the installation at Gibson Yard cost 100,000 dollars, and the annual saving is more than 160,000 dollars, which includes wages, reduction in damage, and all other items.

All electric car retarders are now in operation. Retarders are being installed in many of the large hump yards, and the development of this apparatus is regarded as the most important advance in economical railroading for many years.

# Explosives Must Be Handled Carefully

Laverton, where the Explosives Department has its large store, is the only railway station in Victoria which can accept explosives for despatch by rail without special authority. Large quantities of gelignite, dynamite, and other explosives are regularly sent to that station for transport all over the Commonwealth, and the rules governing the handling of this freight are very strict.



*This photograph shows how the explosives are handled when they reach the Laverton railway shed. They are discharged from the Explosives' trucks on to the floor of the shed, placed in portable magazines or loaded in bulk into the powder van on the other side of the platform.*

**I**N the absence of special safety precautions, a calamity would be a common occurrence at places where large quantities of explosives are handled. Very strict regulations in regard to the carriage of this dangerous freight have accordingly been framed and enforced by the Victorian Railways Department.

Visitors, inspectors and workers at the loading shed all observe a wise precaution which to the uninitiated has rather a suggestion of religious ceremony. The unbeliever who enters a Brahmin temple is compelled to leave his shoes at the door and enter barefooted, but the workman at the Laverton explosive shed fastens a loose pair of leather slippers over his boots, and loads and unloads cases of gunpowder and dynamite, with these huge golo-shes flapping at his heels.

By this means, boot nails are shielded and friction minimised, so that even if explosive should happen to escape from a container on to the floor of the shed, there is no possibility of any trouble occurring.

Two pairs of these slippers accompany every powder van as well, for use by the unloading staff at the destination station.

Matches, tobacco and cigarettes are never on view around the premises where the loading takes place, smoking being absolutely forbidden, and, should it be necessary to effect any repairs to a case of explosives, a brass hammer is used and sparks thus restricted.

Similarly, all screws in the interior of the powder van itself are of brass. Nails are hammered right in and puttied over, and ex-

posed steel or iron is noticeably absent.

Horse-drawn trucks, each holding 30 cwt. of explosives, convey the gunpowder, T.N.T., dynamite, gelignite, samsonite, super-ligdy-nite, and other formidably named explosives to the platform of the loading shed, where it is transferred carefully into the waiting powder vans.

If the consignment is a small one, the case of explosives is placed in a padded metal cylinder (or portable magazine, to give it its full official title), and in that way doubly protected against the handling which it will receive en route.

If, however, there is a bulk consignment for one station which will fill a van, there is no need to use the cylinders, and the cases are stacked inside the van as they are received from the Explosives Department's reserve.

The detonators which are necessary to ignite high explosive cannot be loaded with the ordinary powder, but must be placed in another vehicle. There are, however, special composite vans with a fixed container in the centre of the floor in which the detonators may be placed and the same van then loaded with explosive, the container being securely fastened and locked.

Five tons of explosive or 75 cylinders can be loaded in one powder van, but not more than 20 tons or 10 powder vans can be carried on any one train, and under no circumstances may a loaded powder van be attached to a passenger or mixed train.

Moreover, two fully loaded vans must never





Assistant Station-master W. Beers (left) and Porter J. G. Ruddock don the leather shoes which are always worn when explosives are being loaded at Laverton.

be coupled together, but must be separated by at least three other vehicles containing non-inflammable material. This same margin must be observed between the engine of the train and the powder van.

On an average, three tons of explosives are despatched from Laverton and 15 tons received from Deer Park four days every week, which amounts to a weekly total of 72 tons handled by the railway staff at the station—more than enough to blow Laverton clean off the map.

This huge assortment of different kinds of explosive, ranging from blasting gelatine to black powder, goes to every corner of Australia. Victoria being the only state to manufacture explosives locally in Australia (last year, close on four million lbs. was manufactured at Deer Park), consignments are sent to all the other States, as well as every town in Victoria.

## Arrangements for Transporting This Season's Wool

THE railway stage has been set for the transportation of this year's wool clip. Every effort is being put forth by railway men in all parts of the State to ensure speedy and prompt dispatch of consignments from the wool-growing areas to Melbourne and Geelong, the great wool-buying and selling centres for Victoria.

A feature of the wool transportation this year is the opening of the Balranald line into New South Wales, over which the Victorian Railways will obtain considerable wool traffic.

Mr. C. G. Walker, Special Officer, and Mr. A. McLean, Traffic Inspector at Bendigo, recently made a special visit to the wool growers served by the Balranald line, and obtained assurances that at least 28,477 bales of wool would be transported over the new line this season. Sev-

eral consignments have already been handled.

Mining, quarrying, land clearing and general blasting operations soon dispose of the contents of the neat little cases from the Explosives Department's store, and much railway construction work also depends on the services of that ruthlessly efficient agent, the explosive.

The Railways Department's care of the explosives committed to its charge is not restricted merely to loading and unloading. Loose shunting is strictly prohibited, and no vehicles of any description may be loose shunted against or towards the sinister looking, red powder van.

At every station at which the train stops, the guard makes a special examination of the powder vans, looking out especially for any signs of hot axle trouble. Hot boxes are annoying on any kind of vehicle, but on a powder train they are apt to become dangerous.

Similar care is exercised if a powder van remains on hand at any station overnight. Wherever possible, it is placed in a siding where it is not likely to be disturbed, and a red danger signal is exhibited at the catch points of the Scotch block at the entrance to the van's temporary refuge. So far as possible, the points are kept locked, and the Scotch blocks are secured across the rails. The van's hand brake is secured if it has one, but if it has not and there is no other truck available which could be safely attached to it, one of the wheels is secured to the rail by means of a padlock and chain.

Endeavour is always made to keep powder vans moving, and to avoid detention at any station. Railwaymen realise that the shorter the time the explosives are in their hands, the less chance there is of any accident occurring, although, in view of the elaborate precautions adopted, such a contingency is very remote.

During last season, when the line was under construction, a quantity of wool was railed from stations between Barnes and Moulamein, but all the principal stations on the line will receive consignments this year.

This personal visit by Mr. Walker and Mr. McLean did much good in making clear to growers the arrangements made by the Victorian Railways Department for the loading and the transport of wool. Freight rates were explained, and the growers expressed satisfaction with the facilities to be provided by the Department for loading and safe carriage.

In the Balranald district practically all the wool within a radius of 60 miles of the township will be railed from that station, and in some instances wool will be carted 60 miles. One grower will cart, by road, 112 miles.

# Railroading in Wartime

Some of those railwaymen who were on active service during the Great War could at least say that the fighting was a change from peaceful railroading, but Mr. J. W. Smith, depot foreman at Ararat, is not one of them. From the time he arrived at the Front he was engaged on railway work under war-time conditions, and his experiences were neither restful nor uneventful.



GOING abroad as Company Sergeant-Major with the Victorian Railways Unit, under Captain Duncan, Mr. Smith was really lucky to reach England, as he was on the ill-fated troopship "Ballarat," which, as will be remembered, was torpedoed on the afternoon of April 25, 1917, 90 miles from Eddystone lighthouse. All equipment was lost, but destroyers succeeded in rescuing the valuable human cargo.

On arrival at Ypres, Mr. Smith was appointed depot foreman, and after acting as road foreman of engines, became District Loco Superintendent at Ellarside, on October 9. Fifty-three narrow-gauge engines operated from this shell-scarred centre, which was also the repairing and distributing depot for the Second Army.

Later on, in March, when the big German offensive broke through and menaced the light railway lines, Captain Duncan was instructed to form a safety base, and subsequently Mr. Smith, who had been left in charge of the company, proceeded to Bourainville, near Monteroy.

Here no less than 560 broad-gauge truckloads of light railway stock were unloaded by the company in 13 days. It was not easy stock to handle either, but comprised a workshop, steam cranes, material from dismantled shops, steel supports, 60ft. spans, wheels, boilers, engines, tractors, scores of large cases and similar very bulky odds and ends.

Mr. Smith's company (1st Australian Light Railway Operating Company) was then entrusted with the task of constructing yards for a new repair base. The company undertook and carried through the grading and laying of 11 miles of light track for the stor-

ing, shunting and repair roads in yard and shed. This work was carried through between April and September, and one and a half miles of six-inch water mains and two miles of smaller pipes were laid at a depth of 30 inches below the surface.

In September, instructions were received to assist with railway reconstruction work in the big push. From Salty the line was constructed through Ashte le Grand, Bapaume, Roqueneu, Esney and Fins to Gouzecourt, across the Hindenburg Line to Cravecour (where the canal was bridged) and then through Leodain, abreast of Cambrai.

The difficulties which beset the company are indicated by the following little incident. A cypher despatch, directing the company to entrain and join the Broad-gauge Division, was received from Headquarters, but it was impossible to ascertain the entraining point, as the latter portion of the message was in broad-gauge cypher, of which the Light Railway Operating Company had no copy.

## A Feverish Hunt

After fruitless efforts to solve the puzzle, Captain Duncan (who had rejoined the company in May) sent Mr. Smith in a car to Cambrai to get the despatch decoded at the broad-gauge station.

"After a feverish hunt from station to station," says Mr. Smith, "I at length located the officer I was after—a Captain Heley—who was sitting in an office with a telephone in each hand, plenty of perspiration on his forehead, and four or five days' growth of bristle on his chin. The place was swarming with officers seeking for information, but I managed to let the Captain know what I wanted. Naturally, he didn't start chatting casually about the weather. He nodded towards the cypher book, and told me to make what I could of it.

"I did so, and discovered that our Company should have entrained at a point six miles from its present location a matter of two hours before I decoded the message!"

Mr. Smith was at Inglesminster, in Belgium, working on the broad gauge lines, when the Armistice was declared. He left France in April and embarked for Australia on July 3, 1919, resuming with the Victorian Railways in September.

He says that he is looking forward to his trip to France and England with Mrs. Smith next year, when he will have an opportunity of viewing once again the scene of his wartime railroading experiences.



One of the narrow-gauge engines which figured prominently in Flanders during the Great War. The officer standing on the left is Mr. J. W. Smith, Depot Foreman at Ararat.

# Things We Are Talking About

## Luggage-by-Rail Extension—Wonderful Citrus Crop—Fewer First-Class Patrons

### Luggage-By-Rail Extension

THE Railways Commissioners have extended their collection and delivery of luggage system to Ballarat. It operated previously in Melbourne, Geelong, Adelaide and Sydney.

Messrs. Permewan, Wright and Co. Ltd., cartage contractors at Ballarat, have been authorised by the Railways Department to call at any address in Ballarat and suburbs, collect luggage, and book it to passengers' destination.

A nominal charge is made by the carriers for the service, but no charge is made for the rail portion of the service unless the weight allowance is exceeded.

By calling Ballarat 20 on the telephone, business may be done between 8 a.m. and 5 p.m.

### Workshops Men Set Fine Example

A SPLENDID example worthy of emulation by other groups of employes has been set by the men at the North Bendigo railway workshops.

In November, 1918, a scheme was instituted under which each adult employe donated 6d. a week towards the hospital fund, youthful employes contributing 3d. per week. To the end of last month the men had handed over to the institution £553.

In addition to this they contributed £120 to the base hospital appeal, making their total donations to the hospital, £673.

The officer in charge of the fund is Mr. W. Coy.

When these facts were disclosed at the meeting of the board of management of the Bendigo Hospital by Mr. J. Bruce, members referred in laudatory terms to the generosity of the railwaymen, and it was decided to send a special letter to Mr. Coy, conveying the appreciation of the board to him and his fellow employes, for their magnificent effort.

One speaker declared that if other bands of employes adopted the method obtaining at the workshops, the worries of the treasurer would be considerably lightened.

### Wonderful Citrus Crop

A CITRUS grower in the North-eastern District advises that the first two acres of his early oranges—12-year-old trees—produced 1200 cases for a gross return of £320 per acre, which he thinks must be nearly a record for 12 year old trees.

This is a wonderful record, and illustrates the great potentialities of this country.

### Chevrons for Long Service

GOLD chevrons have recently been issued by the Commissioners to several long service railwaymen. These chevrons, which are worn on the sleeve of the uniform, indicate the length of service of the wearer, a broad stripe signifying 10 years' service, and a narrow one five years'.

Thus Hall Officer E. Lowther, with 45 years' service to his credit, displays one narrow and four broad golden stripes.

Other railwaymen who have been supplied with the chevrons are the four Station Masters at Spencer Street, the three at Flinders Street, the three Men in Grey, and the two Parlor Car Conductors.

The extension of the idea is at present receiving consideration, and it may be decided to issue chevrons to all uniformed railwaymen with at least 10 years' service, whose duties bring them into contact with the public.

### Fewer First-Class Patrons

OBSERVATIONS made last month show that the numbers of first-class and second-class tickets issued in the Melbourne metropolitan area are approximately equal. Second-class travellers are in a small majority, about 59 per cent. of the tickets being issued for second-class.

In country districts, however, second-class travellers outnumber first-class by approximately four to one.

About one-quarter of the tickets issued in the metropolitan area are periodical tickets.

### Hurstbridge Electrification

ELECTRIFICATION of Melbourne suburban railways is being extended, and on August 2 the first electric train ran to Hurstbridge. Formerly electric trains ran to Eltham, where passengers changed into steam trains for the completion of the journey to Hurstbridge.

The elimination of the steam service will result in a saving of eight minutes for this portion of the trip, and the full journey from Melbourne by through trains will now occupy one hour.

Before electrification was effected on the suburban lines, the journey to Hurstbridge occupied a period of one hour thirty minutes. The extension of the electrification system to Hurstbridge will result in great benefit to residents along the line, as the service will be increased by approximately 50 per cent.

# Victorian Railwayman's Fine Rose Book

Victorian railwaymen are pleased to note the appreciative press references to "The Australasian Rose Book," written by Mr. R. G. Elliott, one of the Westinghouse brake fitters at the Car and Waggon Shops, North Melbourne. The book is a splendid publication, and many congratulations have been received by Mr. Elliott on its excellence.



NOT only has Mr. Elliott's book been praised in Australasia, but also in other countries. A copy has been installed in the library of Congress, U.S.A. Leading American residents have also written appreciative letters.

A copy recently came to the notice of the Chairman of Commissioners (Mr. Clapp), who, in writing to Mr. Elliott, said that he was a great lover of flowers and delighted in well-kept gardens. In fact, Mr. Clapp said, it was his desire to always have a bowl of flowers in his office, the sight of which he found extremely restful during very busy hours.

"You have every reason to be proud of your book," said Mr. Clapp, "and I am also proud to think that it has been written by a fellow railroad man. Any man who devotes so much time to the study and cultivation of roses or other flowers is indeed helping to mould the character of the nation, and cannot be other than a better citizen for such efforts."

## Roses—In Simple Language

Mr. Elliott says that, being a keen gardener, he fully appreciates the wish of the Commissioners that all railway property shall be kept neat and tidy. He explains that it was at the earnest request of many of his rosarian friends in all parts of Australia that he endeavoured to set out, in simple language, the knowledge of roses which he acquired from his own personal experience, and from many ardent lovers of the rose with whom he came in contact.

Apart from the technical chapters in the book, there are some fine passages dealing with the beauty of roses. From among these passages the following is of particular interest:—

"Roses. How they delight our eyes and gladden our hearts. That glorious bunch of roses given to us by our friend—our friend who worships them, yet gives his treasures away so freely; who handles them so carefully; whose eyes sparkle and dance as each bloom or truss he cuts for our bunch brings forth an exclamation of admiration from our lips; who smiles as he sees our faces light up with pleasure, and when we express our astonishment at his liberality, says simply, 'I am so pleased you like them.'

"Ah! that glorious bunch of roses and that

good-natured, kindly man, who seems so inseparably a part of them, what thoughts and aspirations have they awakened in us. How have they stirred our souls and quickened our pulses and filled our minds with one great overpowering desire, with one intense longing that will impress itself on all our waking thoughts, and even murmur to us in our sleep at dead of night, 'We must grow roses.'

"Why should not we grow just such roses? We must! We will! Why did we not start years ago? What roses could we not have grown? What pleasure could we not have given in the times past when we have idly said, 'Let us do this or that to kill the time'?"

"But can we? What do we know about roses or how to grow them? We do not even know one variety from another. All we know is that they are beautiful; that they have captured our hearts, brought us sweet pure thoughts, and stirred our souls to higher attainments. But to grow them—even half as good as those given us by our friend with the smiling eyes and face beaming with happy content! How can we learn?"

Lessons learned from his friend, together with those gained by personal experience, are embodied in Mr. Elliott's book, which should be in the hands of every amateur gardener hoping for success with his roses.



Views of Jeetho Railway Station, which won the first prize for best-kept station garden this year. Mrs. Williams has been caretaker at the station for the past five years and has gained three first prizes and two seconds during that time.

## Retired Railwaymen at Ararat



*Memories of the long-forgotten past were revived when Mr. Harrie Richmond, a railway veteran of Ararat, told the story of his career to the "Magazine" representative. Mr. W. Cross and Mr. W. Norman (on the extreme right), who are here seen waiting patiently for their turn, also recalled some of the pioneering railroading which they performed in the early 'eighties.*

Have you ever heard of the time Mick Kelly, the old Ararat fireman, kidnapped King George? Or of the famous Tom Tattersall, who had a standing invitation to drop in at Government House whenever he was in Melbourne? Or Bill Bailey, the train examiner, who received an autographed photograph from Lord Hopetoun before that Governor left the Colony.



Cr. F. W. Bahl

THESE are retired railwaymen in Ararat to-day who can tell you plenty of yarns about these famous characters, and about scores of other long-forgotten railwaymen of whom the present generation seldom hears.

For instance, there is Mr. F. W. Bahl, now a Councillor of the district, who started at Ballarat as a cleaner just on half-a-century ago, and who retired at Ararat in 1917. He is still well and active, although at present convalescing from a broken ankle.

Mr. Bahl ran the first train on the Penshurst line, and remembers Victoria's first sleeping cars. There were two of them, each 75 feet long, and named the "Enterprise" and the "Perseverance." Locomotive Superintendent Allison Smith introduced them, and they were run between Melbourne and Bransholme.

The Geelong Flier was anticipated in the Western District by Mr. Bahl in 1900—not in the matter of title, but as regards speed. The veteran driver recalls that, with Fireman Norman, he regularly ran a fully loaded train between Hamilton and Ararat in less than two and a half hours. He had to stop at eight stations, water at Glenthompson, handle passengers, parcels and mails, and shunt at seven

stations, so there is ample justification for his claim that that train was then one of the fastest running in the Commonwealth.

His fireman of that period, Mr. W. Norman, started at the same place, on the same day, and in the same position as he did.

Mr. Norman had his headquarters at Ararat from 1880 until he retired there as driver in 1917. Railroading is in the family blood, as two of his sons are now on the job, while his father helped to discharge the first railway engine that came to Victoria.

He himself has the distinction of having fired for Tommy McKay in '79 on a train which carried one of the very first consignments of wheat railed from Horsham. Fourteen 8-ton trucks was the then maximum load for the Glenorchy bank.

Mr. Norman is one of the few drivers alive who ran in the late eighties from the old Spencer Street shed. He can name all the old loco. men there—Joe Duffy, Tommy Elder, Harry Bottrill, and Billy Gavin, who were the goods crews; and the passenger men—Bill Dick, Harry Cheevers, Harry Alder and Bill Crockett, who wore soles on his boots nearly two inches thick.

Old-timers at Ararat in those days were Mick Kelly and Tom Tattersall. It was the former who was concerned in the abduction of King George. The present King, then about 15, was on a visit to the colony with the Duke of Clarence, and a welcome was accorded the royal train at Ararat.

Refreshments were (Continued on page 74)

# Railway Signalling in America



One of the most interesting of this year's series of lectures arranged by the Jolimont Lecture Session Committee was recently given by the Assistant Chief Engineer of Signals and Telegraphs (Mr. S. P. Jones), who told of what he saw of railway signalling in America.

**I**N considering this subject, it must be borne in mind that there are in the United States of America about 198,000 miles of railroad operated for passenger traffic; of this 46,000 miles are equipped with Automatic Block Signals, 64,000 miles with Non-Automatic Block Signals, and 88,000 miles are worked without any signals excepting train order signals.

The traffic on practically the whole of the lines is controlled by the Dispatcher, who acts like our Train Controller, only more so.

Only regular passenger trains are scheduled; all special passenger and all freight trains are run as extras.

Each division has a Chief Dispatcher, to whom all difficulties are referred, and a number of Dispatchers, who work shifts on different sections of the division, generally somewhere in the neighbourhood of 150 miles of road.

All special or extra trains are run under train orders issued by the Dispatcher, the regular passenger trains are scheduled, and frequently have only a clearance card. The general practice is that before any train is allowed to start from a terminal the Conductor and Engine Driver must have a clearance card, which is issued by the Dispatcher, and contains a list of all train orders for the particular train. Each time a train enters a new division or is stopped by a train order signal, a new clearance card must be issued.

## Sample Train Orders

A train may have orders such as—

No. 1 meet No. 2 at "B." Second 4 at "C," and Extra 562 at "D."

No. 1 run 50 minutes late "A" to "G," and 20 minutes late "G" to "K."

The only two train order forms used are—  
Form 19, which is in daily use, and

Form 31, which is used only when it is necessary to deprive a train of some of its superiority rights.

A first class train is king of the road; it runs to its schedule frequently without train orders. An inferior train has to keep out of the way of a superior train; if it fails to do so, it must be protected, as will be described shortly.

A train order signal is really a double semaphore, one arm projecting on each side of a central pole. When approaching from either direction, the arm on the right applies to the approaching train; when the arm is horizontal or a red light displayed it indicates "STOP."

The Dispatcher delivers the train orders to the conductor and drivers through employes

called operators, who are stationed at train order stations. These operators write out the orders, repeat them to the Dispatcher, and deliver them to the conductors. The older dispatcher circuits are Morse, but all recent installations are telephone, and the Morse is being displaced rapidly by the telephone; the great advantage of the telephone is that train crews can communicate with the Dispatcher from unattended sidings.

Head on collisions are liable to occur where automatic signals are not installed if the Dispatcher makes a mistake in the meeting point of trains, if the operator who receives the train order fails to deliver it, or if the engine driver overlooks the order. The only safeguard in such a case is the view that the driver has. All engines carry powerful headlights, which are dimmed when the train is clear of the main line, so that even at night there would usually be a fair chance of avoiding a collision.

## Train Crews Use Their Judgment

Where there are no fixed signals trains are allowed to follow other trains at 10 minutes interval. Inferior trains are required to run into a siding and clear the main line five minutes before the time when a superior train is due, so that if an extra train is preceding a regular train the driver and conductor frequently have to use their judgment as to whether they will "hole up" at a passing siding or run on to the next siding. Trains are not allowed to arrive at nor depart from any station in advance of their scheduled times, and the accuracy of watches is given particular attention, as so much depends on the train crews having the exact time. If a train stops on the main line for any reason, the rear brakeman must go back and place one detonator on the line a quarter of a mile from the rear of the train, and then continue for another quarter of a mile, where he places two detonators on the rail; he then returns to the single detonator and waits until recalled by the whistle code of the engine of his train. When recalled, he removes the single detonator and places a lighted fusee, which burns, showing a red flare for ten minutes regardless of weather conditions.

All trains carry two tail lights, one on each side; these are really effective lights, as good as our best oil burning signal lamps. When the train is on the main line the lamps show red to the rear and green to the sides



*ELSTERNWICK STATION—This photo was taken in 1884, 42 years ago. Staff (left to right): Standing on line, M. McCraith, clerk, now S.M. at Bendigo; Porters Hasburn and Arms, G. Quigley, clerk; Porter C. Berry, now retired as block and signal inspector; G. Clark, S.M., wife and family; Porter J. J. Maher, now S.M. at Oakleigh; Head Porter J. Gilbert.*

and front. As soon as the train goes clear of the main line the tail lamps are altered to show green to the rear as well as to the sides and front. This system of marking is regularly carried out, and it forms a very valuable indication and protection against rear-end collisions.

The train crew are so much relied on for the safety of operations that a short explanation of their functions will not be amiss. The driver or engineer and fireman perform the same functions as they do with us.

The conductor is in charge of the train, and all persons employed on the train are required to obey his instructions. He must see that subordinates are familiar with their duties, and instruct them in the proper performance of their work if necessary; the proper protection of the train is his most important duty, but he is responsible for everything on the train.

The number of brakemen on the train varies with its length. For 3 cars or less 1 brakeman is required; 4-48 cars, 2 brakemen are required; one additional brakeman is required for each 25 cars above this number. One brakeman is required to ride on the last vehicle of a train. If it is an observation or parlour car he is required to efface himself. On passenger trains the placing of protecting signals is the chief duty of the brakeman.

On single lines the front brakeman is required to set the points to allow the train to take the side track when meeting another train; the rear brakeman in such a case re-sets the points.

On freight trains the brakemen assist with shunting operations, but beyond passing signals between the conductor and the engineman, and being responsible for seeing that no wheels on cars in their section of the train are skidding, the intermediate brakemen of a freight train have frequently nothing to do, and they

may actually put in their shift without doing anything but ride on top of a car.

A heavy passenger train may carry well over 20 employes—driver, fireman, conductor, two brakemen, Pullman conductor, seven or eight Pullman porters, dining car steward, waiters and cooks, two baggage men, two postal employes and news vendor.

Our first experience of American railways was a journey from Vancouver to San Francisco, and the brakeman was riding on the observation platform. Some miles from Vancouver the line changed from double to single; the train stopped, the front brakeman went ahead, unlocked the junction points, and rejoined the train; the rear brakeman re-set the points which were operated by a switch stand secured by a padlock like our permanent way Miller lock. This was on a section where there are no signals, and the only indication as to the way the points are lying is the switch stand, which shows green for straight track and yellow for the turnout.

Every time the train stopped, even for a minute, the rear brakeman alighted and took up a position about 10 yards from the rear of the train according to regulations; in this position he keeps a watch for following trains.

The flagging rules are carried out just the same on automatic signal sections as in places where there are no signals. In fact, the whole of the protective rules are the same in either case.

#### Non-Automatic Block Signalling.

As before mentioned, there are 64,000 miles of road equipped with non-automatic block signals. In this system of signalling the stations may be protected by signals, sometimes by mechanical equipment only; in other cases, by track-controlled and power-operated signals. Section entering signals are provided, but this is not a block system as we understand it. Station protection (Continued on page 62).

# Problems of Railway Finance

The Question of Railway Finance is at the present time prominently before the public. The main purpose of the series of short articles which it is proposed to publish, and of which this is the first, is to give the Staff an insight into the financial side of the railway industry, and thereby to enable them to answer criticism and the public to appreciate some of the difficulties with which the Department has to contend in regard to its finances.

(By Mr. T. F. BRENNAN, Chief Accountant)

**T**HE object of the Railways is to furnish transportation, and of this branch of the Department the public sees far more than it does of any other branch, but behind the service which transports the citizens of this State and their goods from place to place is an organisation which covers employes in almost all of the industrial trades and occupations, all of whom are working with a common objective—to give 100 per cent. service.

To control this organisation and arrange its finances so that the amount expended in providing the services will not, so far as is practicable, exceed the amount received from the sale of such service is the duty of the Victorian Railways Commissioners.

The first matter to require attention is the Capital Account, which will, as a matter of course, include the provision of the necessary capital. When the first railway was projected this was one of the most important items to which consideration had to be given. In fact, it may be regarded as having been second only to the location of the line, and it is still a highly important factor.

## Borrowed Millions

The total amount which has been spent from Capital Account on the construction and equipment of our railways at the end of the year just closed, i.e., 30/6/26, was, in round figures, £74,000,000. Of this amount £70,000,000 (roundly) has been borrowed on the security of the revenues of the State of Victoria, and the balance (£4,000,000) has been provided by the proceeds of the sale of Crown lands and from the Consolidated Revenue.

This large sum of borrowed money (£70,000,000) represents more than half the total indebtedness of the State, i.e., it represents more than the total amounts borrowed for water supply, public works, roads, the Electricity Commission, Closer Settlement and Soldier Settlement.

The yearly interest payable on the railway loan debt was, at the 30th June last, £3,100,000. It has been mentioned that the loans were borrowed on the security of the revenues of the State, and, therefore, every person resident in the State—and particularly every Victorian taxpayer—is deeply interested in these loans. If the amount required to pay interest is available from the earnings of the railway industry after working expenses have been paid, the taxpayer has no responsibility in the matter. But if, as happens by reason of uncontrollable circumstances from time to time, there should be any deficiency on this account, it must be

made good by the taxpayers. This in itself is a good reason why every taxpayer should interest himself in the operation of the railways, and should endeavour by every reasonable means in his power to make those operations successful.

The total loan liability of the State, divided by the number of inhabitants at the 30th June last, gives £41/6/-, which is the average liability per head on the railway account attaching to every man, woman and child in Victoria at that date.

## A Comprehensive System

By the expenditure of the capital sum already mentioned, the Victorian people have obtained a railway system comprising about 4500 miles of lines, which penetrate into almost every corner of the State, and, with the exception of the mountainous area of Gippsland and some other relatively small areas, have brought a railway within 10 miles of almost every habitation in Victoria.

Included in the capital cost of the railways is a sum of over £12,000,000, which has been expended on the provision of the rolling stock—engines, carriages, trucks and vans—required to work the lines and to give the service for which those lines were constructed.

To provide for the operation of the railway services, as well as to maintain the lines and equipment in a safe and efficient working condition, a large revenue is necessary.

## Maintenance Costs are Considerable

During the year just closed there was expended on the operating account and maintenance nearly £10,000,000. Of this amount, on the operating services alone, there was spent last year, in round figures, about £4,500,000, and the greater part of the balance represents the cost of the maintenance of the property and equipment, although administration and the cost of the refreshment and advertising services—from which a very substantial revenue is derived—account for a considerable sum.

The revenue necessary to meet this large outlay is derived from the transportation of passengers and of goods, including in goods live stock and the coal and mineral traffic. The total revenue last year, from all sources, was, in round figures, £12,750,000, and, as has already been mentioned, it was insufficient to meet the total cost of working and interest. The loss, when ascertained, will be charged against the Consolidated (*Continued on page 57*)



# Citrus Fruits are Balls of Sunshine

Although the world is getting older and older, and science, learning and teaching are advancing by leaps and bounds, there are still many mysteries which it is very hard to solve. Mr. Wm. Cattnach, Chairman of the State Rivers and Water Supply Commission, recently contributed this interesting article to "The School Paper":—

**WE** all know how easily one's health is affected by what appear to be mere trivial circumstances. A dark room very often gives depression, a bright day raises one's spirits at once, and yet it is the same person living the same life.

In the same way scientists are even now baffled at what are the requisites in the food we eat. Quite recently it has been discovered that there are some properties which are essential in practically every kind of food. These have been christened "Vitamins." What they are no one quite knows, but they must be there or we cannot live.

Of course, the best known example is the great test that was carried out with chickens. A fine flock of chickens, similar in every way, was divided in two; one half was fed on beautifully polished rice, the other half was fed on rough, husky rice, discoloured and most unattractive. The chickens that were fed on the polished rice promptly died; on the other hand, the birds that were fed on the rough unappetising looking rice lived and prospered. In one case vitamins were present, in the other the vitamins had been polished away.

## Striking Results Obtained

The result of this experiment, and all similar experiments, has led doctors and scientists to look for food that is rich in vitamins, and some striking results have been obtained.

During the last War there was a German raider in the Atlantic which was specially stationed in that Ocean for the purpose of destroying British commerce. The ship was picked, the crew was picked, and the provisions were picked. Although the British would have got her, as they in the end got all such raiders, they were saved the trouble on this occasion owing to a curious mistake the Germans made.

The raider was stocked up with the richest foods imaginable, and as she seized each poor sailing ship that came in her way she was able to restock the larder with foods which they considered best, but they left out the simplest foods that contained vitamins.

The consequence was that one after another of the crew fell sick, and the raider was just able to make for a neighbouring port, where all hands had to be taken to hospital. Some were so sick that they died, but others again were not so far gone, and they were immediately taken off rich foods and fed on simple foods, among the main

items being oranges and lemons. In less than two weeks these sick men were walking about practically as strong as ever. This was the result of vitamins.

These vitamins, as far as they are known, have been divided into three or four divisions. All very important and all necessary, and the absence of which would mean that we could not exist. The absence of one particular vitamin, generally called C vitamin, causes immediate manifestations of ill-health, loss of weight, loss of appetite, and eventually what was known in the old days as scurvy, and in Australia as Barcoo Rot, appears. If, however, the vitamin is supplied the human machine begins to work well, and a brightness and a love of life return.

## Citrus Fruits 100 per cent. Vitamin s

Many experiments have been made with this vitamin, and a number of tables have been drawn up, but there seems to be a consensus of opinion as to what produce really has the most of this "C" or anti-scurvy vitamin. Dr. Harriette Chick, a well-known experimenter and investigator, has published a table which gives the contents of this life-giving vitamin in various foods, and the result is very surprising. She places the maximum number of points that could be obtainable at 100, and this is how the various foods came out:—

Lemon Juice (fresh) . . . . .	100 points
Orange Juice (fresh) . . . . .	100 "
Tomato Juice (fresh) . . . . .	60 "
Pineapple Juice (fresh) . . . . .	50 "
Lime Juice (fresh) . . . . .	25 "
Lime Juice (preserved) . . . . .	Nil

There are, of course, a number of other foods given, but these are the most striking, and it is remarkable that both lemon juice and orange juice, if absolutely fresh, obtained according to Miss Chick, full marks for what might be termed good conduct or good service in our law of health.

## Select Your Food Carefully

In our own Australia we should ponder well over the results of these experiments, and take care that our foods are so selected that we get these wonderful vitamins. Our chief Railway Commissioner (Mr. Clapp) maintains that when people know the value of fresh lemon and orange juice there will be practically nothing else drunk, and he has shown his faith by placing on his railway stations a new electric squeezer, the idea being that you can pick your orange or lemon, see it squeezed, and drink the juice fresh without it being bottled or preserved, and thus when we see on railway stations, "Drink an Orange," "Drink a Lemon," it really means take 100 per cent. of vitamins and feel brighter and better every day.

Vitamins, according to Dr. Hector Monroe, a leading London specialist, are nothing more nor less than stored sunlight, and it is believed that the reason why oranges and lemons contain such a high percentage of vitamins is that they are really stored sunlight, or in other words, balls of sunshine.

# Ararat's New Institute Opened

Another milestone in the V.R. Institute's steady progress was reached on Saturday evening, August 7, when, in the presence of a large and representative gathering of local railwaymen and their friends, the President (Mr. J. S. Rees) opened the new Institute building at Ararat. Among those present were Commissioner Mr. Shannon, Mr. D. Cameron (Chairman of the Staff Board), Mr. R. F. Toucher, M.L.A., Mr. A. Galbraith (General Secretary of the Institute), and Messrs. Phelan, Falloon, Forster, Dowsett and Gallagher, Councillors of the Institute.



Situated in a commanding position, and handy to the station, the new Institute building at Ararat is an acquisition to the town. It should become a popular rendezvous for local railwaymen and their friends.

“ONE of the proudest moments of my life,” said the chairman of the local committee (Mr. W. Hayes) feelingly, when calling upon Mr. J. S. Rees to perform the opening ceremony.

Mr. Rees congratulated the local committee and railwaymen on obtaining their Institute. The building was yet another instance of the Commissioners' practical interest in the Institute, while Mr. Shannon's attendance demonstrated the personal interest which they could also expect from them. (Applause.)

Referring to the Institute's two slogans, “The big brotherhood of railwaymen” and “There are others,” Mr. Rees said that the first meant membership of the Institute, and the second was a reminder not to be selfish. Ararat railwaymen now had a fine building, but they should not forget their isolated brother outback, whose only benefit from the Institute was a book from the library.

“We want to raise as much money as we can,” he said, “and put it into the general pool to help those members whose lot to-day may be ours to-morrow.”

In conclusion, Mr. Rees declared the Institute officially open, adding that he felt sure railwaymen and their friends would spend very many happy hours there.

An adjournment was then made to the Lyceum Hall opposite, where refreshments were served and several toasts honored.

Responding to the toast of “The Commissioners and Heads of Branches,” Mr. Shannon outlined the Commissioners' policy in respect to the erection of buildings at country centres. Wherever the circumstances warranted it, and

where the local railway staff had personally interested themselves by raising money for the furnishing of the rooms, the Commissioners were only too pleased to do their part in the matter of finding the site and erecting the building. (Applause.)

There was ample scope for progress in the Department if a youth took advantage of the Institute classes to secure a knowledge of railway working, so that he could make the most of his opportunity when it arrived.

Mr. T. H. Maddern, District Superintendent, Ballarat, pointed out that in his district there were now three branches of the Institute—at Ballarat, at Stawell, and at Ararat. He trusted that the day was not far distant when Dimboola would have a building, too.

Mr. J. Lillis, vice-president of the Ararat committee, having proposed the toast of “The Institute Council,” Mr. Rees rose to reply. Mr. Rees said that he would confess that Melbourne councillors had a good time—they had a good time doing good for their fellow railwaymen in the Service. The councillors worked voluntarily, and many of them belonged to sub-committees, which in some cases necessitated their attending as many as three or four meetings a week. When they remembered what an attractive place Melbourne was, they would appreciate that to give up voluntarily and willingly such a great deal of their spare time was a big sacrifice.

Referring to the Institute gymnasium, Mr. Rees admitted that he was very proud of the records which had been put up by the members who had joined the Melbourne gymnasium class during the years he had had the privilege

# V.R. Electrical Fitter to Study Overseas



The latest young Victorian railwayman to be selected for overseas experience under the special scheme organised by the Commissioners is Mr. D. J. Henderson, electrical fitter, who has been actively associated with the installation of electric lighting on Victorian rolling stock.

Mr. Henderson has been granted leave to gain experience with Stone and Co. Ltd., Deptford, England, and after he completes his training there he will go across to America with the Pyle National Co.

Mr. Henderson, who entered the Department as an Electrical Fitter on March 30, 1921, is 29 years of age, and served with the Australian Expeditionary Forces in Egypt and France from 1915 to 1919. He gained a com-

mission in the 50th Battalion.

He was educated at the Peterborough High School, South Australia, and completed a technical course at the Adelaide School of Mines, and subsequently at the South Melbourne Technical School. Before entering the Victorian Railways he was 4½ years with the South Australian Railways, and a year with Weymouth and Co., Richmond.

He has been actively associated with Mr. Chipper, Train Lighting Inspector, in the installation of electric lighting on the Victorian carriages.

Mr. Henderson is regarded as a very capable man at his trade, and should worthily uphold the prestige of this Department overseas.

of being President. Three valuable trophies, which had to be won three times to become the permanent possession of any one Institute, now belonged to Victoria. (Applause.) They were the Glick and Swift Shields and the Fihelly Cup.

The President urged the Ararat railwaymen to form a gymnasium at their centre, so that they could send down some representatives to meet and beat the Melbourne boxers and wrestlers, and thus gain a trip with the next interstate team.

The toast of "Our Visitors" was proposed by Mr. J. W. Smith, depot foreman, who mentioned that, in addition to Mr. Shannon, they were glad to have with them Mr. Toutcher, M.L.A., Cr. Moore, and Mr. W. B. Grace, of the Railways Institute, Western Australia.

"I was very pleased to receive and accept your kind invitation," replied Mr. Toutcher. "The Commissioners are entitled to the warmest commendation for the establishment of this Institute, which will foster the get-together spirit and be of benefit to the railwaymen, their families and the outside public."

After Mr. Vanston, president of the Shire Council, and Cr. Moore had added their congratulations, Mr. D. Cameron (Chairman of the Staff Board) proposed the toast of "The Local Committee."

Stressing the care now taken by the Department in the education of youths entering the Service, Mr. Cameron explained that, whereas in the past there had been haphazard "catch-as-catch-can" methods, with much depending on the voluntary assistance the beginner received from older men on the job, now special classes of instruction had been provided by the Commissioners, where the young railwayman was taught the fundamental principles of his job and warned by experienced instructors of the pitfalls and difficulties which confronted him.

Mr. Cameron appealed to the older men to deal with the youths as though they were their own boys, and he asked those who had charge of them to be tolerant and sympathetic.

Education meant efficiency, efficiency resulted in satisfied patrons, and the obvious outcome was that there was more scope for promotion.

A presentation of a wallet of notes was then made to the popular and energetic secretary, Mr. A. M. Lowerson.

Mr. W. Phelan, senior vice-president of the Melbourne Council, handed over the gift, and said that Mr. Lowerson had proved himself a hard worker, active and thorough in everything that he undertook. The local committee and all Institute members at Ararat much appreciated the work which he had performed. (Hear, hear.)

## Praise for V.R. Dining Rooms

*"IF all other dining rooms controlled by the Railways Department are similar to the Bendigo rooms—and I have reason to believe that they are—then Mr. Clapp has every reason to be very proud of them."*

*This remark was passed by the Mayor of Bendigo (Cr. W. Ewing) when, at the invitation of the District Superintendent (Mr. W. Tredinnick), he paid a recent visit of inspection to the rooms, in company with the Town Clerk (Mr. H. C. Ingleton).*

*The Mayor personally congratulated the Manager, Mr. Ingram, who escorted the little party, on the cleanliness and efficiency of all the appointments, and declared that the kitchen was so up-to-date that every housewife would be envious.*

# Early Railway Construction in Victoria

Men who built the early railways in Victoria were real pioneers and suffered many hardships which are little known in these days. Mr. E. Wallon, the resident engineer in charge of the construction between Hattah to Mildura (now retired), writes concerning some of the early experiences.

**M**EN engaged on construction work on the Mildura line in 1904 left Melbourne at 6.30 a.m., arriving at Hattah at 4.0 a.m. next day. They were usually hard-up, and had little or nothing to eat on the 20-hour trip. They were landed in the pitch dark in the middle of the Mallee, and had to shelter in an iron shed, 12ft. x 6ft., until daylight.

The storekeeper would then hand them out an 8ft. x 10ft. calico tent, shovel, pick, and barrow, and send them along the half-made formation a few miles. The newcomer might be able to cadge a morning meal at a boarding tent, a few stores from the bush store, and probably a few shillings from the Department.

Of course, the men had to refund the cost of the railway fare to the works; the tent, shovel, pick and barrow, loaned by the Department, and half the fare when returning home. There was always a big percentage of unsuitables sent from town who had never cooked a meal for themselves. As a rule, they disappeared in a week or so, leaving their accounts unpaid and tools, tents, and barrows missing.

The southern end of the Mildura line was opened on the date promised the Government, but every possible safe method had to be adopted, and considerable overtime allowed to running ballast train staffs, who frequently were on the loco from 4 a.m. to 10 p.m., no reasonable relief being available.

The last 20 miles of rails were fished up on every other sleeper at the rate of a mile a day. This was then considered a "world's record." The business people in Mildura used to drive miles out to see what "White Australia" can do when asked.

Of course, there were a lot of initial diffi-

culties—condensing salt water, found by sinking 10 to 20 feet in likely places, sending up three or four hundred gallon tanks, and, say, 50 lengths of 2in. galvanised iron pipe, with receiving freshwater tanks at the end.

When the site for the camp was eventually proved, satisfactory camps for men and horses were established, and the fresh water was carted along the line. The Department used to keep a supply of horse feed at these water camps, and sell it as required.

The men owning the horses used to amuse themselves on Sunday mornings drenching their horses to get rid of the fine sand inhaled during the week. They would then get the horses on their backs with a man at each leg and rock the horse backwards and forwards for a considerable time, and then let him up, and he would start next week a new horse.

The reproductiveness of the Mallee soil is marvellous. We formed a station ground, taking off 18 inches at one end and placing in a hollow at the other end over an area of half an acre. After the next shower the whole area was covered with 6 inches of splendid grass in a week's time, and three or four skeletons of horses which had been left to die put on condition in a short time, and the owners soon came back for them.

The pay sheets for labour on this section used to amount to between £2000 and £3000 a fortnight. Measuring up the work was started on Wednesday morning, extending probably 40 to 50 miles; Thursday we spent making up quantities and checking the time sheets and books; Friday morning we wired to Melbourne for necessary authority to be wired to the Mildura bank, and drove off for the cash and back to the local office at Hattah.

## Power House Men's Charitable Effort

**I**N April, 1924, Mr. Lang, Assistant Engineer-in-Charge of the Newport Power House, called a meeting of the employes to discuss ways and means of forwarding a permanent yearly subscription to the local hospital.

A resolution was finally adopted that every employe should donate 1d. per week. A collector was appointed, who is in attendance on each pay day. A secretary and administrative committee were also appointed.

The result of the first two years' subscriptions was that £20 was handed to the hospital each year, for which two life governorships were presented.

In 1924 sufficient funds were collected to provide a cot at the hospital, viz., £60, which was dedicated by the Mayor of Williamstown on November 12, 1924.

This £60 is paid each year, and any moneys in excess are first used for extra comforts for a contributor and secondly voted at the annual meeting to other charities. For the year ending December, 1925, £5/5/- was forwarded to the Eye and Ear Hospital.

The fund is in a flourishing condition, owing to the good work put in by the Secretary, Mr. G. Semple, and the collector, Mr. L. Jones.

## Care in Staff Exchanging

The following reminder re the exchanging of the Staff is forwarded by Mr. R. H. Arthur, A.S.M., of Melton, in the interests of general efficiency.

**A** REGULATION speed has been set for trains passing through stations, where staffs are exchanged, but the speed is sometimes questionable, particularly at night.

At many country stations the lighting available is generally a platform wall lamp, lit with kerosene. With constant using the staff carrier used for the miniature staff becomes very dull, and is difficult to see.

With the old electric staff (that is the large one), many a staff worker has had a nasty hit on the hand, which is very often felt for days.

A remark often heard by the general public when the staff is being exchanged is, "How do they see it?" My remarks are only intended as a reminder to many who have this work to do.

It is well recognised that there are many matters which the train crew have in their minds, but if the staff is missed by either of the exchangers and should have the misfortune to be damaged, the traffic may be easily upset and serious delay caused to trains.

# The Sheremeteff Power Unit

There has recently been installed on the Darling Line adjacent to Burnley Station an apparatus invented and patented by a Russian Railway Engineer, Mr. Sheremeteff, by means of which power in the form of gravity is obtained from passing rolling stock wheels, and stored up in a raised weight. The power thus obtained is controlled electrically, and can be used for operating points or signals, or possibly other apparatus.

**T**HE idea and application is almost revolutionary in railway engineering, although the apparatus itself is chiefly remarkable for its ingenuity and simplicity.

Its present trial at Burnley is yet another indication of the constant desire of our railway engineers to keep abreast of modern development, though in this case one might be pardoned for suggesting that the trial more nearly approaches pioneering, because so far as is known the only units in actual service are a few on the Chinese Eastern Railway, Japanese, and German State Railways.

## Two Distinct Functions

The power unit may be considered to operate as two distinct functions, although combined in one apparatus. Firstly, the accumulation of gravity power is obtained by means of a treadle close up against the head of the rail and standing about one inch above rail level. Each wheel in passing over the treadle depresses it against the action of a spring located in the unit. The uncoiling of the spring not only restores the treadle, but through two silent feed friction clutch arms rotates a drum carrying an annular gear wheel of a sun and planet gear system in which the planet wheels are attached to the spokes of a cable drum, and the sun wheel to the driving spindle of the operating crank.

As the sun wheel is held rigid by the electrical control the rotation of the annular wheel causes the cable drum to rotate. The cable attached to the drum passes outside the power unit and over the top of a mast about nine feet above the ground, and carries a weight of about 420 lbs., which is guided to the mast.

## Weight Represents Energy

This weight represents the energy stored up, and is prevented from re-acting on the lifting spring in the unit by means of two fixed detent silent feed friction clutch arms adjacent to the operating arms already referred to. When the number of wheels passing over the treadle has been sufficient to cause the weight to be lifted to the top of its stroke it comes up against a stop on the mast.

The lifting spring in the unit when next compressed by the treadle remains so compressed, and consequently cannot restore the treadle to its up position. Therefore, so long as the weight remains at the top of the mast the whole of the storing up portion of the mechanism is inoperative, and naturally free from wear and tear.

As this condition will exist for the major portion of time where the apparatus is designed to function, such as on country lines, this in-

operative feature is one of its main advantages.

The second function referred to is the release of power stored in the weight to do useful work. This release is effected by means of a low voltage magnet which can be controlled from any desired point such as a remote signal cabin or station premises. The detent arms referred to, acting as a fulcrum, hold the annular gear rigid against the reverse action of the suspended weight, so that the strain of sustaining the weight is taken through the sun gear wheel, and its shaft, to the releasing catch of the magnet. Once this catch is withdrawn the weight, through the drum, planet and sun wheels, rotates the crank through half a revolution, which action, by means of a cam, resets the catch and prevents further motion. In order to cushion the effect of the sudden release of the weight an oil piston dash-pot is provided, and also the weight is suspended on the cable through a spring.

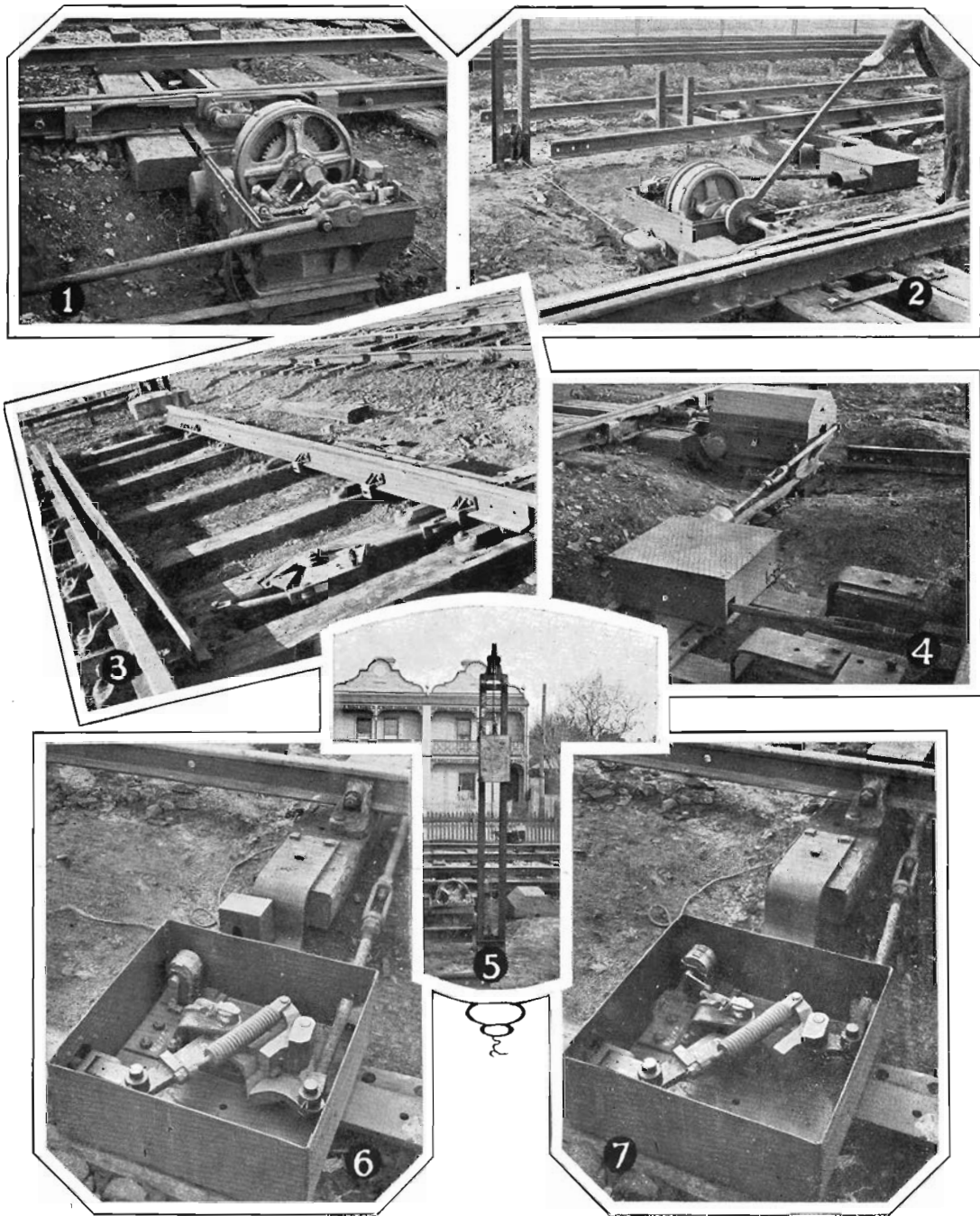
## Electrical Contact Arranged

Suitable electrical contacts are arranged so that a second release cannot be made unless the control lever is reversed and other usual railway safety precautions detected. The operating crank, of course, always revolves in the same counter-clockwise direction, and has two definite positions which must correspond to the normal and reverse of the controlling lever. The weight drops about 10½ in. for each operation, and it requires about 10 wheel depressions of the treadle to wind it up a similar distance. The maximum travel of the weight depends only on the height of its mast, but as installed is sufficient for 7 operations without the passage of any wheels over the treadle.

Although the foregoing description may appear complicated, the accompanying photographs will indicate that in effect it is a compact and simple mechanism. The point mechanism shown was supplied with the power unit, but is not an integral part of it. A description of its operation is hardly necessary in this article, as it is not applicable to Victorian Railway conditions, as spreader bars cannot be used.

The remaining photographs of the special trailable crank warrant consideration. The crank appears to function most satisfactorily, and is in effect two separate arms held together by means of a spring. In the event of the points being trailed through, the spring permits one arm to move independently of the other, and the crank, as a crank, collapses. Attached to the arm leading to the points is an electrical detector box which is arranged to break down the control circuits should a run through occur.

# How the Sheremeteff Gravity-Electric Device Works



(1) Showing treadle, wire drum, gearing and dash pot. (2) Manual lever operating vertical and detent horizontal arms. (3) Switch and lock movement. (4) General outlay. (5) Mast and accumulation weight. (6) Trailable crank—normal. (7) Trailable crank—run through.

# A Little Talk on Thoughtless Damage

Although damage is sometimes done to railway property which is accidental and unavoidable, there is also a considerable amount of minor damage caused which may be classed as thoughtless—that is, done sub-consciously, without thinking of results.

**I**T behoves every railwayman to do everything possible to protect the property on or with which he works. It is also part of his duty to ensure that no damage, however small, is inflicted on property which is not directly in charge of anyone.

Much minor damage is done by thoughtless persons, and it has only to be pointed out for them to realise that when employes act thoughtlessly the damage in the aggregate is considerable, and involves the Commissioners in much expenditure every year for repairs and maintenance.

As an instance of thoughtless damage to property, one has only to mention the wall of the lift entrance at the Flinders-street Cloakroom, under the clocks, as a case in point. Men are often required to wait there for several minutes while the luggage lift comes up from below. They stand holding a key of the lift ready to open the doors when the lift arrives. They have evidently been sorely tempted to tap the wall with the key while waiting. Judging by the condition of the wall when inspected recently, considerable tapping had taken place, with the result that the plaster for several feet had been knocked off the wall, leaving an unsightly hole which gave the whole surroundings a dilapidated appearance.

Not content with tapping, someone had gone to the extent of scraping his initials in the plaster, a reprehensible practice at any time.

Other instances of thoughtless damage have been noticed in the ticket collectors' boxes at the main stations. Here ticket collectors have also been affected with the tapping habit, with the result that the sides of the boxes have been damaged, scratches and even holes in the walls being caused.

Some of the barrier gates at suburban stations get into bad condition where the staff become careless. Thoughtless insertion of the key in the keyhole of the gate causes a large hole, and knocks the paint off. This does not give the public that impression of efficiency which should characterise every section of our property.

Yet another instance of thoughtlessness has been noticed in various workshops where employes have not respected the facilities provided for them in rooms or enclosures for individual lockers. These lockers are provided for a specific purpose, and are really the personal property of the employe so long as he remains in the service of the Department. They have been provided for his special use. They should be kept clean and tidy and protected in the same way as if they were in the employe's own home.

Though these matters may seem trivial in themselves, they assume serious proportions when practised by any number of employes. If every man in the Service was careless concerning the treatment of our property, it would take more than half our revenue for maintenance.

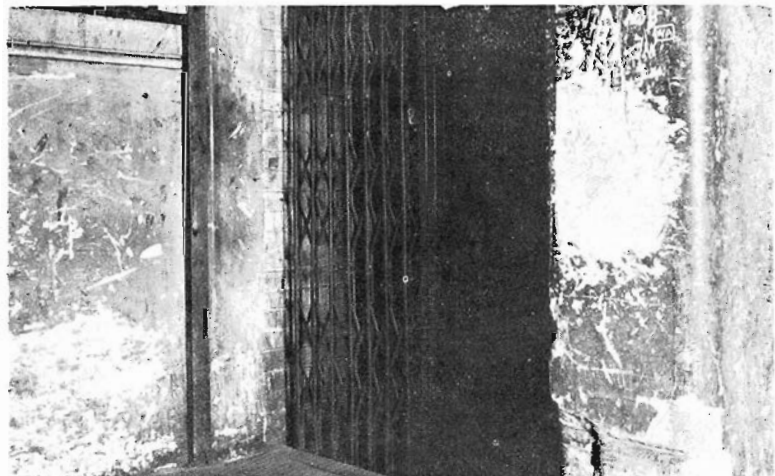
These thoughts are not offered in the way of criticism, rather are they reproduced as reminders of the obligation which rests upon every one of us to maintain property in good condition once it has been brought to that state. Repairs cost money, and money in these days is absolutely essential for the efficient operation of a complex transportation system such as the Victorian Railways.

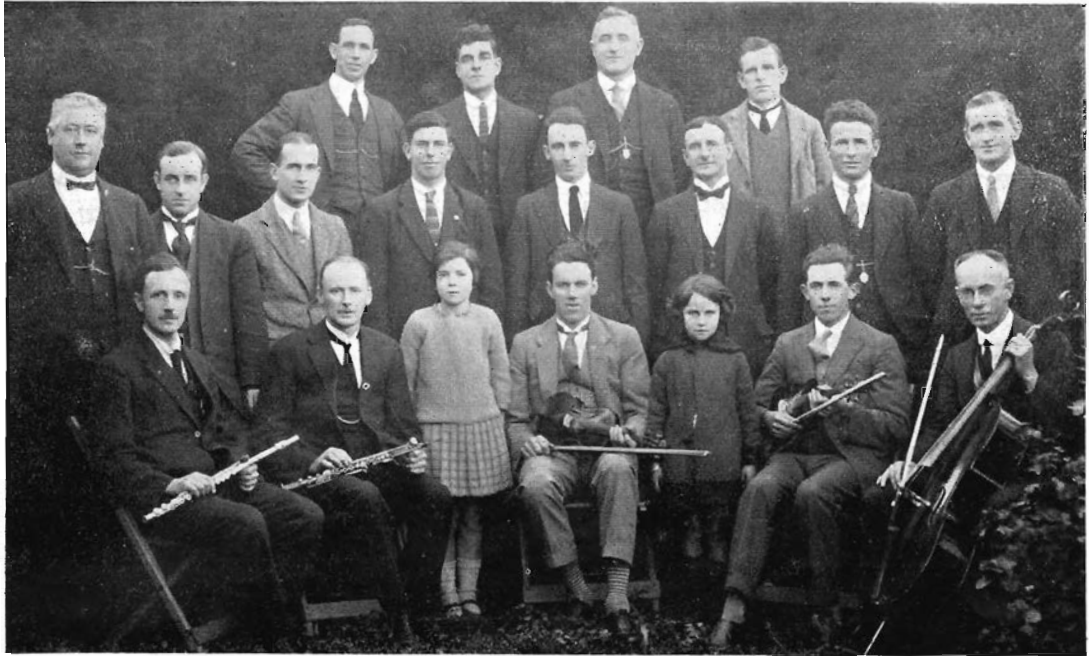
If every man pledges himself to think before he acts property will be protected and minor damage will be prevented.

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*The damage that can result from a little carelessness on the part of railwaymen is strikingly illustrated in the accompanying photograph of the entrance to one of the Flinders-street lifts.*

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**SEYMOUR V.R.I. ENTERTAINERS.**

*Back Row (standing, left to right): L. Pinches (Committee), W. Kirby (Committee), J. McIvor (Scotch Comedian), W. Dundas (Comedian and Dancer). Second Row: C. Vickery (Bones), N. Kimpton (Baritone), R. Ashton (Baritone), V. Densworth (Baritone), J. McMahon (Interlocuter), H. Jarvis (Tenor), H. Back (Tenor), F. G. Miller (Tambo). Front Row: G. Burland (Flautist), F. Cook (Oboe), Silby Wallan (Singer), G. Dykes (Violinist), Dotty Walsh (Dancer), J. Youngman (Violinist), J. McWhinney (Pianist).*

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## Interesting Items From the Railway World

**Modern Railway Guest House.**—In keeping with its recent policy of hotel extension, the Canadian Pacific Railway, through its officials, has just announced that the Company's Emerald Lake Chalet, in one of the most magnificent sites of the Canadian Rockies, will this year accommodate 90 guests—more than twice the number ever previously sheltered in this hostelry at one time.

**The Trans-Canada Limited.**—The Trans-Canada Limited, crack train of the Canadian Pacific Railway, composed of all-steel sleeping cars, dining cars, compartment cars, and compartment-observation cars, resumed its 1926 service on May 16, and will remain in operation until the latter part of September. Observation cars of the open top variety, affording an unobstructed view of the scenery, are included in its equipment, and as oil-burning engines are used in mountainous regions, passengers are spared the annoyance of flying cinders

**Railway Clerks International Organisation.**—French, Belgian, Dutch and Bavarian railway clerks have formed an international organisation. Membership is placed at 33,000.

**Tasmania's Observation Car.**—At the Launceston Railway Workshops, a modern observation corridor car for use on the steamer express between Launceston and Hobart has been constructed. It has accommodation for 38 passengers, in 3 compartments—women's, smoking and general saloon.

**Engine Driver Averts Disaster.**—The skill and coolness of a veteran engine driver of the Erie Railroad are credited with saving from mishap 700 passengers on an express train when two driving wheels of the locomotive came off. The train was travelling at sixty miles an hour, and was on an embankment twenty feet high, but the engine driver stopped the train so gradually that it remained on the tracks and no one was injured.

**Fast Canadian Mail Train.**—Sustaining an hourly rate of 46.61 miles, a Canadian Pacific special train, carrying mails destined for Australia and New Zealand, recently established a speed record over the rails from Winnipeg to Vancouver. The distance between these two points is 1474 miles, and was covered in 33 hours. Twelve minutes after the arrival of the special in Vancouver, the mails were transferred to a steamer about to sail for Australia.



## “The Spirit” of Team Work

It is an old saying, “The pen is mightier than the sword,” but that, of course, depends entirely upon the capabilities of the man handling the pen. In this instance the pen has been handed to Mr. H. Walker, A.S.M., of the Bendigo District Fuel Conservation Committee. He says that he is indeed thankful to know he has not been asked to face a man with a sword, for his greatest desire is to die a natural death.

As you see, I have chosen “The Spirit” as a title for this paper, but let me hasten to say it does not, however, refer to that grand old gentleman who was born in 1820, and who, according to latest reports, is still going strong. It refers to that invisible something upon which the shaping of our actions depends.

The spirit is, as it were, the foundation. Our actions and subsequent results are the superstructure. If the spirit is right, the foundation is right, and so is the superstructure; but if the right spirit is not employed, then the foundation is of poor quality and the superstructure no better.

It is, therefore, apparent that the best results cannot be achieved unless the proper spirit prevails. In my humble opinion, the true spirit stands incomparable. Without it, Fuel Conservation Meetings are little better than useless. Without it co-operation is an empty word, and means nothing.

Let us then endeavour to cultivate the correct spirit until it pervades the whole service, so that all the links in the great endless chain are of equal strength.

### Strong as its Weakest Link

A chain is only as strong as its weakest link. A 50 per cent. efficiency man drags a 100 per cent. man down to the former's level. Obviously, the net result of a service employing such men is reduced accordingly.

In every industry, one man's efforts are interwoven with those of another, and if their efforts are of the same standard and woven evenly, the highest possible net result must ensue, and their reward, provided the method



Railwaymen who “took over” when the Balranald line was opened

of division be equitable, must necessarily be of the highest.

We need have no fear about the division if those controlling are imbued with the right kind of spirit.

A man possessed of the right spirit and capable of making, say, train running arrangements that will give the maximum result for a minimum cost, will, as far as practicable, leave no stone unturned to secure its full value.

To do this, he must take every precaution possible against failure on the part of those carrying out the work involved. It is not sufficient to make a 100 per cent. arrangement, and leave it there. The man that does so will often find that his arrangement returned only 70 or 80 per cent. value.

An 80 per cent. capacity man imbued with the right spirit will obtain much better results, besides kindling a better feeling amongst his workmates in all branches concerned.

If a 100 per cent. arrangement only accomplishes a 70 per cent. result, then the arrangement is only worth 70 per cent. to the Department.

The proper spirit will break down those barriers which to a certain extent still separate the various Branches one from the other as nothing else can, and thus make for true co-operation. The proper spirit will also cut out that which tends to turn the Fuel Conservation Meetings into a kind of complaints board.

Complaints and co-operation, like oil and water, will not mix; therefore cut out complaints.

Complaints beget Complaints. The Right Spirit begets the Right Spirit.

A man making a complaint at a meeting such as the Fuel Conservation gathering has necessarily to justify his action, and in doing so, often makes statements which are sure to bring another man to his feet in defence, and who, in all probability, will end up by making a complaint against the complainant. Here, then, is an instance which does not make for co-operation. Had both these men employed the right spirit, their misunderstanding would not have reached the “complaint” stage, nor the Fuel Conservation Meeting. Instead, they would have been co-operating to their own and the Department's advantage.

With the right spirit pervading the whole service, we will achieve the possible in co-operation, efficiency and economy, to the mutual gain of the public and ourselves.

The proper spirit means co-operation in every sense of the word. Co-operation means efficiency. Efficiency means economy. Economy not only in connection with fuel, but economy in every sphere of railway working, whether it be in the workshops, goods sheds, engine sheds, booking offices, or repair gangs.

## Believe in Luck! I Should Say So!

A MODERN wise man was once asked if he believed in Luck. Here is his answer, and it is worth cutting out and pasting in your hat:—

*"Do I believe in Luck? I should say I do! It's a wonderful force! I have watched the successful careers of too many lucky men to doubt its efficacy. You see some fellow reach out and grab an opportunity that the other fellows standing around had not realised was there. Having grabbed it, he hangs onto it with a grip that makes the jaws of a bulldog seem like a fairy touch. He calls into play his breadth of Vision. He sees the possibilities of the situation, and has the Ambition to desire them, and the Courage to tackle them. He intensifies his strong points, bolsters his weak ones, cultivates those personal qualities that cause other men to trust him and to co-operate with him. He sows the seeds of sunshine, of good cheer, of optimism, of unstinted kindness. He gives freely of what he has, both spiritual and physical things. He thinks a little straighter; works a little harder and a little longer; travels on his nerve and enthusiasm; he gives such service as his best efforts permit. Keeps his head cool—his feet warm—his mind busy. He doesn't worry over trifles. Plans his work ahead, then sticks to it—rain or shine. He talks and acts like a winner, for he knows in time he will be one. And then—Luck does all the rest."*

### Maxims for the Month

Study your work, learn to appreciate and love it. No job on the Victorian Railways is unimportant.

Achievement never flirts with quitters.

Perpetual Precautions Preserve Your Person and Property.

Don't tell everything you know—you may be asked for an encore.

Correctly arranged and adequate time tables are contracts to supply the public with a definite amount of service. Strict adherence to these time tables is the fulfilment of those contracts. That is why railway administrations are continually striving to run their trains "on time."

*"If the financial burden of home buying falls on you in youth, no matter what problems confront you in old age, rent paying will not be one of them."*

### Whatever Are You

If you can't be a pine on the top of the hill,  
Be a scrub in the valley—but be  
The best little scrub at the side of the hill;  
Be a bush if you can't be a tree.

If you can't be a bush be a bit of the grass,  
Some highway to happier make;  
If you can't be a muskie, then, just be a bass;  
But be the liveliest bass in the lake.

We can't all be captains, we've got to be crew,  
There's something for all of us here;  
There's big work to do and there's lesser to do,  
And the task we must do is the near.

If you can't be a highway, then just be a trail;  
If you can't be the sun, be a star;  
It isn't by size that you win or you fail—  
Be the best of whatever you are.

### "Haven't Got Time."

Opportunity tapped at a door

With a chance for the brother within;  
He rapped till his fingers were sore,

And muttered, "Come on, let me in;  
Here is something I know you can do,  
Here's a hill that I know you can climb."  
But the brother inside very quickly replied:  
"Old fellow, I haven't got time."

Opportunity wandered along

In search of a man who would rise,  
He said to the indolent throng:

"Here's a chance for the fellow who tries."  
But each of them said with a smile,  
"I wish I could do it, but I'm busy to-day,  
Very busy to-day, and I'm sorry to say  
That I really haven't got time."

At last Opportunity came

To a man who was burdened with cares,  
And said: "I now offer the same

Opportunity that has been theirs.  
Here's a duty that ought to be done.  
It's a chance if you've got time to take it."  
Said the man with a grin, "Come along, pass  
it in!

I'll either find time or I'll make it."

Of all the excuses there are

By which this old world is accursed,  
This "haven't got time" is by far

The poorest, the feeblest, the worst;  
A delusion it is, and a snare;

If the habit is yours, you should shake it;  
For if you want to do what is offered to you  
You'll find time to do it, or make it.

—"Detroit Free Press."

Among the finest long-distance runs in the world are those made by the "Union Limited" and the "Union Express" on the South African Government railways between Cape Town and Johannesburg, a distance of 957 miles. The regular time is 29 hours 23 minutes, but in an experimental run with one of the new Baldwin "Pacifics" the time was reduced to 27 hours 42 minutes. On a 3ft. 6in. gauge railway abounding in curves, and having grades as severe as 2½ per cent., this is a remarkable performance, for it means that an average running speed of over 34½ miles an hour is maintained for nearly 1000 miles. In the run referred to only one engine was employed. It arrived in excellent condition

Interesting Railway People**Ararat Railwayman Who has Always Interested Himself in Public Affairs**

**S**INCE Guard W. Hayes, of Ararat, entered the Service as a Porter at Heyfield in 1887, he has fluttered his green flag in many widely separated parts of the State.

He has been successively Guard on the Maldon line, acting Guard-in-charge on the Redesdale line, Relieving Guard at Daylesford, Suburban Guard, and Guard-in-charge on the Port Albert, Neerim, and St. Arnaud lines. He has also worked at Toolamba, Castlemaine, Ballarat, and Oakleigh, and was A.S.M. at Kangaroo Flat for two years.

But it is in connection with his untiring efforts on behalf of the local branch of the Institute that Mr. Hayes is best known to Ararat railwaymen. He was elected chairman of the preliminary committee four years ago, headed the poll with Driver A. Finch at the first ballot, and has continued as chairman right up till now. His attendance record is unique, as, although scores and scores of meetings have been held, on only two occasions has he failed to put in an appearance. On one of those occasions he was on annual leave, and on the other a departmental inquiry required his attendance. And this, in spite of the fact

that during that time he also held office as President of the Ararat sub-branch of the A.R.U. and of the local branch and district council of the A.L.P., as well as being an active member of the Ararat sports ground committee.

In addition, he has been elected to the borough council on two occasions, securing the biggest majority vote on record in 1921.

**Railwayman and His Wife Look After the Navarre Line**

**I**NTO a comparatively short career which commenced in 1901, Guard-in-charge F. Woodford, of the Navarre line, has contrived to cram quite a respectable amount of railway pioneering.

After working as Porter at Mentone, Bealiba and Ringwood, he went to Cathkin as Guard, ran the first train from Alexandra Rd. to Alexandra, and then going to Cressy opened the Cressy-Newtown section three years later.

Followed experience on the Buninyong line, and in 1916 transfer to the Navarre line, where Mr. Woodford attends to all the station work at Tulkara, Landsborough, Joel and Crowlands. Business on this line is not by any means light, the goods traffic from Navarre approximating 1000 tons and 140 trucks monthly, and the revenue totalling £900.

Guard Woodford, however, prides himself on the very noticeable absence of complaints from railway customers along his line, and is always out to give the best of service.

Mrs. Woodford, the Guard's wife, has been in charge of Navarre station since 1922, and on their visits of inspection the Commissioners have passed very favorable comments regarding the cleanliness of the premises and the neatness and correctness of the returns from the station.

**Sam Welch has seen Ten Stationmasters Come and Go at Ararat**

**A**LL travellers on "The Overland" and Port Fairy line trains know Sam Welch, the genial Head Porter at Ararat. He has been there since July 10, 1905, so it's no wonder the regular passengers and commercials hail him as "Sam," and now regard him as a fixture.

When Sam appeared on the scene 21 years ago, Mr. McLaren was wearing the Stationmaster's cap, and was thus Sam's first boss at Ararat. As events turned out, he was destined to be the first of 10 S.M.'s to control the station during Sam's reign as Head Porter.

It was early in '87 that the Railways M.O. ran the rule over Sam, and scribbled the medical equivalent for "O.K." on his papers. His first railway job was as block boy at the Princes Bridge Signal-box, and he certainly started his career under auspicious conditions, as the three Signalmen who were then working the levers there were Messrs. Miscamble, Blazey, and Robertson—truly a distinguished trio of railwaymen! He went to Castlemaine two years later, and with the late Fred Sutton opened the "B" box at that station.

Surrey Hills afterwards knew him as Signalman for some time, and he also held down the job of Leading Porter at Benalla and Bendigo before transferring to Ararat.



# Success and Happiness—What It Means

Herbert N. Casson, the writer of the following article in "Forbes' Magazine," has been termed the foremost teacher and applier of business efficiency in Europe.

ALL of us, very likely, are after the same thing—we want to have a good time. And this means success and happiness.

To have a good time is the purpose of life. It is the hope of the world. It is the purpose of all trade and commerce.

Unfortunately, most of us blunder about until our short lives are nearly over before we find out what a good time means, and how to have it.

At first, when we are children, we think that a good time means lots of fun, no work, do as we like, and something for nothing.

Many of us, not all, discover that this is a silly notion. It leads only to mischief, spankings, and stomachaches.

Eventually, after having plenty of troubles, we learn that success does not mean grabbing everything we want, and that happiness does not mean idleness and chocolates.

The fact is that every one can have both success and happiness—even the rich can have both, if they go about it in the right way.

Success and happiness are results. They follow certain causes, and you cannot have results without causes.

Success, usually, is measured by what you possess, and happiness is measured by how you feel. What you have and what you are—is how we measure the fullness and ripeness of a man's life.

## First Step to Success

The very first step—the A.B.C. of success and happiness—is this: Do your job, whatever it is, a little better than people expect you to do it.

If you're a street cleaner, sweep around the lamp posts, and if you're a Prime Minister, spend your weekends trying to reduce taxation.

The longer I live, the more I am convinced that a man's whole life depends upon his attitude towards his job.

Go into any prison and you will find it full of people who began going wrong by regarding their work as a bore and a nuisance.

Most people regard work as a penalty. It is the punishment of the poor, they think. And there you have the main reason why most people are poor.

Everything in this marvellous world is mental. We are living in a world of thought.

Every thing was first a thought. Consequently, success and happiness must begin by having the right thought about your daily work.

Whether you're a man or only one of the performing animals in the big human circus, depends on how you regard your job.

You have seen a trained seal in the zoo or the circus. You have seen him beat a drum with one of his flippers, or keep a balloon up in the air or catch a hat on his nose. But

did you ever see him do more than he was expected to do? Never.

Professor Garner—the man who spent his whole life studying monkeys—once told me that monkeys would gather round a fire in a jungle. They would enjoy the fire. But never, by any chance, would any monkey ever put a stick on.

It is a stern and terrible truth, which you may be sure is never told to us by politicians, that the mass of people work like lower animals—like trained seals.

They work because they must, and they do as little as they dare. They require trainers and supervisors.

## A Fatal Mistake

A century ago, when machinery came into use, the labor leaders made a fatal mistake. Instead of starting schools to make the working people more intelligent, they started unions to turn them into human machinery.

The workers followed the wrong leaders. They should have followed Watt and Arkwright and Crompton and Hargreaves and Stevenson, all of whom were working men.

They should have welcomed machinery and helped to invent more. But they fought machinery. They flung stones at inventors. They struck against industrial progress. They lost. And they have been in an inferior position ever since.

To-day the average worker in a factory is like a wheel. You have to put a belt on him to make him go. And he does not go an inch farther than he is pushed.

The truth is that most workers regard themselves as slaves. They work in slave fashion and they jump for freedom the moment the bell rings. There you have the secret of their failure. They create their own slavery and remain slaves all their lives.

They could be free, free from supervision, free from any feeling of inferiority, if they only knew it.

## Something Everyone Can Win

Any worker, in the lowest position, can win the respect and good will of the manager. It is often done. There is no trick in it.

The moment that any worker takes a keen interest in his work, and finds a way to do it better, he'll be conspicuous enough, no doubt about that.

Do something extra. Do something you were not told to do. Do something that you may not be paid for. There's the first step on the long road that leads to success and happiness.

It's all in the Bible plain enough, but persons have never understood it—"Whosoever shall compel thee to go a mile, go with him twain!"

If you do only what you're compelled to do, you're a slave; and the way to set yourself free is to do what you are not compelled



*Modern, well appointed and right-up-to-date, the new railway buffet at the Ararat refreshment rooms is much appreciated by railway travellers in the Western District. Its layout and general arrangement enables travellers to be served in the least possible time in attractive and inviting surroundings.*

to do. That is the right idea, and Christ taught it 2000 years ago.

If you say—"But I want to be my own master," then you're still groping in the dark. That is a foolish wish. No one is his own master. He that is greatest among us is the servant of all.

The bigger and freer a man is, the greater are his obligations and responsibilities—there's a fact to put you on the right line of thought.

That is the great truth that the trade unions have never understood, and that most capitalists have been slow to accept.

Put your work first, and your work will put you first—all the inventors and creators of the world will tell you that this is true.

This is the secret of promotion. It is the real reason back of what is called good luck. It is the way that winners are made, always and everywhere, no matter what the game is.

Once, I asked a general manager who was in charge of 40,000 employees, how he had his first start in life.

"I was a lad in an office, with 120 other lads. One holiday I went down to my desk to finish a job. The manager saw me. I was promoted the next week. That started me, and I have just kept going."

Do what you are told—that leads nowhere. That is only being a trained seal.

But do a little bit more—that leads upwards to the seats of the mighty. That is what creates wealth, and character which is more than wealth.

This tip alone will lead to happiness, and it is the beginning of almost every great personal success.



By the use of sedan chairs, in 1634, it was expected that the congestion of the streets would be mitigated through doing away with the need for some of the coaches.—W. T. Jackson, "The Development of Transportation."

#### APPRECIATION WHICH IS APPRECIATED.

*In the course of an interview with a representative of the "Ballarat Courier," Mr. S. McIver, a foundry proprietor in that city, voiced some remarks which will be appreciated by railwaymen in general.*

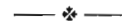
"NOW there is one thing that I think should be said," concluded Mr. McIver, "and that is on the subject of the much-maligned railways.

"As a firm, we have nothing but admiration for the railways and the manner in which they encourage country industries. Do you know that all raw material coming into the country to be made up—not to be traded again as raw material—travels under a 25 per cent. freight reduction? Do you know that by labelling our goods new local manufacture we can send them free to Melbourne, and when they are sent down for export, that when we produce proof of shipment, we obtain a rebate of half-freight costs?

"As a matter of fact, freights to and from country districts and Melbourne are, when intelligently understood, all in favour of the country industry. We do a tremendous freight business with the railways, and we have met nothing but courtesy and strict attention to business, and every facility is placed in our way.

"The railways are helping us to do the big business we do outside of Ballarat, and they always treat us well.

"I think this ought to be said, because there is so much abuse 'ladled out' to Mr. Clapp and his officers from the highest to the lowest, that I believe in putting my firm's actual experience up against all the critics, who mostly do not speak from experience, but from hearsay."



#### SEYMOUR CENTRE ENTERTAINERS.

THE Victorian Railways Institute, Seymour Centre, entertainers visited Broadford on July 14, and entertained a fairly large audience. 17 members (including orchestra) taking part. Every item was encored.

The troupe has now visited Broadford, Yea, Avenel and Tallarook, and has given five local entertainments at Seymour, and at the conclusion of each of these entertainments requests have been made for a repeat.

The Committee are now making application to the Council of the Institute to visit Melbourne. The entertainers have done a great amount of good work, apart from Institute business, for the Railways Department. They visit the surrounding towns, mix with the public, and never lose an opportunity of saying a few words about our Railways.

# Impressions of Railway Travel in U.S.A.

Impressions gained by travellers of railway conditions in other countries are interesting to railwaymen. Mr. H. Malcolm, of Surrey Hills, Melbourne, was a keen observer during his five months' tour through America last year. As a result of seeing a copy of the "Victorian Railways Magazine" he has here set down some of his observations.

WHILE travelling on the Sydney express recently, I was handed a copy of the "Victorian Railways Magazine" by Mr. Thane, the courteous conductor of the Observation Car, who asked me to read it through. This led me to send you a few impressions of my experiences on the railways of America, where I last year spent about five months.

The secret of the success on the American railways undoubtedly lies in the two words "uniform gauge." The number of private companies that have lines operating from one end of America to the other is enormous; those that I noticed most being the Canadian Pacific, Baltimore and Ohio, The Pennsylvania, Northern Pacific, Southern Pacific, and the Santa Fe.

The most wonderfully managed system, to my mind, is the Canadian Pacific, which traverses the continent from Vancouver as far east as Quebec. It also controls a service of fine steamers that cross the Pacific Ocean to Asia, as well as to Europe across the Atlantic. It has a wonderful system of telegraph lines operating right through Canada, and is also the owner of exceptionally large and well-conducted hotels. The total number of employees is 75,000.

## America's Finest Scenic Route

This company is also fortunate in that it is able to provide the finest scenic route in America across the wonderful Rockies, the tunnelling through the higher altitudes, near Field, being considered among the finest engineering feats ever accomplished.

What does not appeal to Australians at first in travelling in America is the large number of colored porters employed as Pullman conductors, that is, in the sleeping cars on the long-distance trains, but this feeling soon wears off. Not only do these men speak perfect English, but they are most attentive to every passenger throughout the long trips, many of which occupy three or four days.

Join a train anywhere at any time, the porter sees that your "grip," as luggage is termed in America, is put on the train. Tell him your destination, and you need not bother any further till you receive a polite tap on the shoulder, with the remark, "Would you like a brush down, sir? Yours is the next stop."

As I mentioned previously, the secret of success is universal gauge. It is easy for a passenger to book on one of the through trains, for a branch line, the junction station for which may not be reached until midnight or early in the morning before daybreak.

You board your Pullman and retire at the usual time. The train pulls up somewhere in the middle of the night, leaving you wondering

why the stop is so long; you go off to sleep again, and are only awakened at daybreak by the talk of the Pullman porter to someone outside the car. The fact is your car has been shunted off the main line from the through train, and in a few minutes will make off in some other direction.

All the passengers for a branch line where there is much traffic are always booked in the same car, thus doing away with the irritation and delay in having to move from one train to another at all hours of the night.

One remarkable feature about the different companies and the keen bid for business is that they always work well together for one another's mutual benefit. On arriving at Vancouver I was met by the courteous officials of the Canadian Pacific, who booked my tour for me through to Toronto and Montreal, then by railways of another company to New York, by another one to Boston, and another to Albany. The Baltimore and Ohio saw me through to Washington and Chicago, and from there I travelled by the Atchison, Topeka, and Santa Fe Company, commonly known as the Santa Fe route through the Southern States to Los Angeles and San Francisco.

## Benefit of Uniform Gauge

It is quite possible to travel around Canada and the United States without leaving your car; that is, as far as the gauge goes. Compare this with a trip from Brisbane to Perth, where there are at least six changes necessary through break of gauge alone.

Although the companies work splendidly together, as far as I was able to judge, each of them knows well that any neglect in catering for business will be the means of it drifting to their nearest rivals. The C.P.R., for example, has not the sole control of the Canadian railways. Leaving Vancouver, almost beside their head station, are the headquarters of the Canadian National lines, which cross and re-cross the lines of the C.P.R. Company many times, running almost parallel with them part of the way. Between New York and Washington, and New York and Boston, there are also opposition lines running parallel to one another.

In the States of Idaho and Montana there is an electric train from Milwaukee running for many miles right beside, and in opposition to the lines operated on by the Northern Pacific Co.

The one blot on long distance travelling in America is the system of sleeping cars. Travelling at night time is certainly not a pleasure, and if one is unfortunate enough to have to take an upper berth, it is almost impossible from the point of comfort. The old-fashioned



*These ladies, all members of the Ararat Institute Ladies' Committee, have good reason to feel proud of the big part which they played in the establishment of the fine Institute building for local railwaymen.*

cars once in use on the Albury to Sydney express, with the berth running with the train, is the universal method of the sleepers, unless one likes to pay for three berths in a drawing-room car, or if three of a sex happen to be travelling together, then it is worth the extra money to be by yourselves in a separate compartment, instead of the sexes being indiscriminately mixed together in the Pullman cars, with only curtains between the different berths, and no room for dressing.

Two railway tickets are required for occupancy of a drawing room or compartment in addition to the Pullman charge.

A traveller who takes an upper berth has practically to dress and undress in a recumbent position.

#### Upper Berths Cheaper Than Lower

The upper berths are always cheaper than the lower, and although I was forced to use an upper berth on the Trans-Canada express, in preference to losing the chance of travelling by this fine train from Banff to Winnipeg, I would ask for a premium for using the berth next time, or prefer to sit up all night, and thus avoid the chance of suffocation.

So seldom are the upper berths used that it is customary for the booking clerk, if there is no lower berth available, to reply: "I have no lower berths available."

Between New York and Boston, New York and Montreal, and from New York down to Philadelphia and Washington, and on through Pittsburgh to Chicago, the tracks are very solidly laid, as well as splendidly ballasted, thereby allowing for very fast travelling. I travelled on several of the fast expresses between New York and Boston. On these limited trains the fare between New York and Boston is about 14/- more than the ordinary fare, practically a premium paid by business men to ensure being landed at their respective destinations on time.

"The Knickerbocker," on which I travelled to Boston, was a very fine train, consisting solely of cars with chair seats as well as a lounge or observation car, and a dining car.

Dining and observation cars are a feature of all the trains in America, owing to the length

of many of the journeys. "The Capitol," between Washington and Chicago, is another good train, similar to the Boston trains.

When one remembers the difference in the population between Australia and America, there is little use in comparing the railways of the two different countries. One main feature regarding travelling in America is that one is able to board a train at any town, and pay their fare, to the conductor, whatever may be their destination.

The absence of high railway platforms similar to those in use in Australia is also a feature, and must have been the means of considerable savings.

Meals are an expensive item on the trains; there is a bigger variety offered than on Australian trains, vegetables being charged for separately, but the food provided on our trains could not possibly be improved upon.

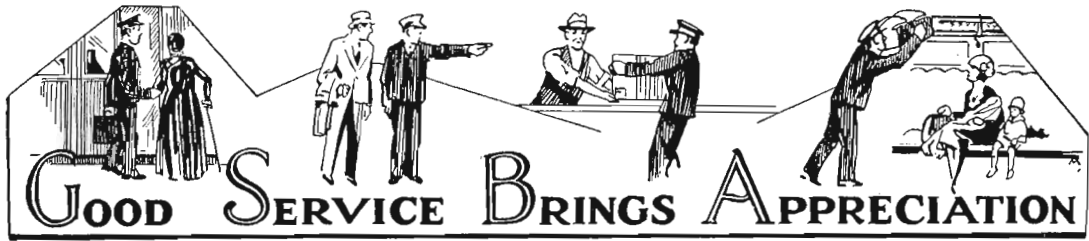
A means of great saving in the haulage power in America is that all lines in a country which is so mountainous follow the course of the rivers as far as possible, and then bore their way through the hill. This may be expensive at the beginning, but there must be a great saving in the long run. When the Canadian Pacific line leaves Vancouver it follows the course of the Frazer River for nearly two days, and when it reaches the end, it is then that the wonderful engineering feat of the tunnelling is seen.

#### Sydney Limited Holds Its Own

I travelled on many cars similar to the observation car on the Albury express. In America this car would be used by all and sundry in possession of a sleeping ticket.

For general comfort in travelling, were it possible to run the same train through from Melbourne to Sydney, I would never wish to travel on a more comfortable or cleaner train than the Sydney Limited.

The wonderful benefit of the experience of Mr. Clapp, our Chairman of Commissioners, to our railways is only brought home to one after a trip through America, where many of the ideas in vogue in that country have since been introduced to this country with undoubted benefit to all concerned.



So many letters of appreciation are received nowadays that they cannot all be included on this page. Other letters will be found elsewhere in this issue.

**W**E wish to thank the officers who were responsible for the arrangements in connection with the transfer of bullion from Melbourne. The details were carried out most effectively, and the courtesy and assistance rendered by all the Railway officials en route, left nothing to be desired. We feel sure that similar provision will be made for subsequent transfers in the near future.—**V. Nailley**, for the manager of the Commonwealth Bank, Sydney, writing to the Supt. of Existing Lines, Sydney.

**I** WISH to express sincere thanks to the officers who so kindly arranged for us the tickets and the corridor carriages, and to mention their kindness and courtesy, which came spontaneously on the occasion of the recent visit to Geelong by the boys of the Sports Club of Xavier College. The trip to and from Geelong was very pleasant, and though usually dreaded by me, was not in this case at any period of the journey.—**F. O'Keefe**, Xavier College, Kew, writing to the General Superintendent of Transportation.

**W**E understand that Mr. V. Bracher, the Stationmaster at Parwan, is about to be transferred to another station. We would like to place on record our appreciation of the unfailing courtesy and attention we have always received from Mr. Bracher and his assistant, and we wish the former every success in his new district. Such attention and goodwill as shown by the station staff at Parwan tends to make relations between the Department and its clients most cordial and business satisfactory.—**Alfred Barrow**, Managing Director, Austral Grain and Amble Pty. Ltd., writing to the Secretary for Railways.

**W**E would appreciate very much if you would place on record the excellent treatment and attention we have received from your Stationmaster (Mr. Clancy), situated at North Geelong. The help that he has given us has been greatly appreciated.—**W. J. Orr**, Sales Manager for Victoria and Tasmania, The British Imperial Oil Co. Ltd., writing to the Commissioners.

**I** HEARTILY appreciate the action of those concerned in forwarding to Colin Young money overpaid for his ticket. Railway management usually receives more knocks than anything else. In my case I express appreciation for exactness and honesty towards my boy.—**Frank E. Young**, of Mt. Gambier, writing to Mr. W. E. Keast, General Passenger and Freight Agent.

**R**EADERS have often written disparagingly of matters connected with Railway officials. I have pleasure in bringing under notice the prompt and efficient way in which the Stationmaster and his assistant at the Jumbunna railway station gave first aid treatment to a Poowong footballer when he had his leg broken there last Saturday.—**"CREDIT WHERE DUE,"** writing in the "Sun Pictorial."

**I** DESIRE to bring under your notice the efficiency of the Maryborough railway staff. I conduct a furniture store here, and any goods I have forwarded per rail have been carried promptly and securely with every satisfaction. There is a marked improvement in the carriage of furniture from Melbourne.—**A. W. Taggart**, Furniture Warehouse, High Street, Maryborough, writing to the Railways Commissioners.

**M**Y mother and myself had to take an invalid to Bendigo by the express at ten minutes to five o'clock last Tuesday, and I am writing to express our gratitude to all of the railway staff with whom we came in contact. The kindly attention, help and sympathy that we received was very much appreciated, and, if possible, we would like the staff concerned to know that their help was appreciated.—**W. J. Tremble**, of 503 Koo-yong-road, Elsternwick, writing to the Secretary for Railways.

### "Service" Our Motto

*"I have during my young life been fortunate in travelling on the railway systems of many countries in the world, and I can honestly say that none can excel the service being rendered by the Victorian Railways. Their motto is 'Service,' and they are doing their level best to render it. It is up to you to support them and co-operate with them in every way."—Mr. Julian B. Foster, Assistant American Trade Commissioner for Victoria, speaking at the reception to the 12th Reso Party given by the citizens of St. Arnaud.*

**H**AVING severed my connection with the Department of Agriculture, I cease to be actively engaged in organising the Better Farming Train Tours, but I should like to take this opportunity to express my sincere thanks to you and to the members of your Department, all of whom, from the youngest porter at country stations upwards, have added in no small degree to the success which has attended the movement. Every officer of the Railways with whom I came in contact was enthusiastic for success, and kindness and courtesy was shown by all. Particularly would I like to thank Mr. Mullany, who so wholeheartedly threw himself into the work, and made both the business and social side of the tour so pleasant. I shall regret not being present on future tours, but wish for their continued success.—**W. A. N. Robertson**, Director, Division of Veterinary Hygiene, Department of Health, to Mr. Clapp.



Patrons Appreciate Courtesy

**I** HAVE much pleasure in acknowledging the very prompt and kindly manner in which your staff communicated with me regarding the recovery of my luggage which Sydney failed to forward by Saturday night's express. It is almost worth while suffering an inconvenience such as mine to find all at Spencer-street so anxious to help me.—**K. MacDevitt, Manageress, Victoria Ladies' Work Association, The Block, Melbourne.**

**I** DESIRE to convey my sincere thanks and gratitude to all the Railway officials on the Coleraine to Melbourne line for their kindness and constant attention, which so largely insured the comfortable carriage of my wife, who travelled on that line as a stretcher case on Monday. I would deem it a favour if you would thank those responsible, and I feel sure that many an invalid would be glad to know that such comfort and kindness would be extended to them during their journey.—**H. S. Trangmar, Coleraine.**

**I** WISH to offer you my personal thanks for your great kindness to me during my recent visit to Melbourne. I would like to acknowledge the very great courtesy extended to me by all of the officers of your Department with whom I came in contact, especially Mr. Boyce, Mr. Holmes and Mr. Bracher. Mr. and Mrs. Avery also showed us great kindness and attention at Mt. Buffalo National Park. I was particularly impressed with the Chalet and its surroundings, and feel sure that tourists visiting the National Park will not fail to recommend the place to others, as it has unique advantages and is most comfortably equipped and furnished.—**H. J. Lambie, Government Tourist Bureau, Challis House, Martin Place, Sydney, writing to the Chairman of Commissioners.**

**W**ILL you convey to your representative who met us at Albury, the conductors on the Sydney Express, and the officers at Melbourne, our very deep appreciation and gratitude for the great kindness shown to my late father and ourselves on the journey down from New South Wales on July 21. In spite of the very serious nature of my father's illness, he made the journey with almost as much comfort as if he were in his own bed, and the care and attention he received and the whole organisation of his journey was, to us, amazingly complete. We received nothing but ready proffers of help and sympathy the whole way down from the officers in charge to the men who acted so willingly as stretcher-bearers, and who refused monetary recompense.

Though nothing could be done to save my father's life, we owe a deep gratitude to the railways for the help which made it possible to secure the best medical advice.—**Maude M. Nevill, "Greycourt," 217 Royal-parade, Parkville.**

**I**T is very pleasurable for us to write a few lines as a mark of our appreciation of the excellent way in which our consignments of drill combination machines were handled by your Department during our busy drill season, which has just terminated.

We may say that several of these consignments were extremely urgent, and in such cases we made special arrangements with Room 10 with a view to ensuring their arrival at destination stations with a minimum of delay.

To give some idea of how Room 10 co-operated with us, we need only mention a specific case which was by no means an isolated one. Machines for Mathoura line were loaded by our carriers on a certain Friday afternoon and delivered at Spencer Street (outside platform) the same evening. The machines in question left Melbourne Yard on the Saturday morning and were at Mathoura on the following Monday night. The farmers were actually working the machines on the Tuesday. Certainly a very fine performance and a practical demonstration of the value of co-operation.—**Gibbins & Co. Pty. Ltd., Footscray, writing to the Secretary for Railways.**

**Modern Gas Electric Car**

**A** NEW, extra large gas-electric car of modern design, and capable of seating 92 persons, has just been delivered to the Boston and Maine Railroad by the Westinghouse Electric and Manufacturing Company. This car is used without a trailer, as this capacity is great enough to meet the service conditions on the branch line over which the car will operate. It is expected that the savings in operating costs will greatly reduce the expense of operation of the branch line.

It is estimated that all the principal operating costs of this single car unit will be lower than those for the steam train it is replacing. Fuel costs will be lower, as the total train weight per passenger seat is much lower.

Labour costs will be lower, as there is no need for an operator in the engine room corresponding to the fireman on the steam train. It is also expected that maintenance costs will be much lower than those for the replaced steam train, as overhauls will be infrequent.

The feature of continuous service with infrequent inspection permits the use of the car on a long daily run not possible with a single steam locomotive. The new gas-electric car also eliminates the coaling and watering facilities necessary with the steam service.

Other considerations which led the Boston and Maine to the adoption of the new car to its branch line service are that smoke and cinders incident to steam operation are eliminated and the starting and running characteristics of the unit are most ideal. The electrical transmission of power from the engine to the driving axles gives very smooth acceleration.

The complete car was assembled by the J. G. Brill Company. The Westinghouse Electric and Manufacturing Company furnished the complete motive power equipment.

**Interesting Mechanical Features.**

The new car has an overall length over end sills of 70 feet. The weight without load is 110,000 pounds. The estimated average load is 14,000 pounds. The engine-generator unit is mounted at the forward end in an 11ft. 6in. compartment, which also houses all of the engine auxiliary apparatus and the control equipment. The operator's seat and controls are located at the forward right hand side of this compartment. The control is arranged for double end operation. The other control cab is located at the rear of the car on the right hand side. This second control cab is entirely enclosed. The car ends are rounded and fitted with three clear view glass windows at the front end, and two windows with a centre folding door at the rear end.

The main passenger compartment is 46ft. 6in. long, and is fitted with 35 seats for 84 passengers. The aisle is located slightly off the centre line of the car, as the seats on one side are capable of holding three persons and on the other only two. This type of seating arrangement gives an unusual low ratio of floor area to seated passenger, and, hence, is a very economical type of design. The entrance to this compartment is through end centre entrance swing doors that open at the rear end on to the vestibule and at the front end into a small baggage or storage compartment.

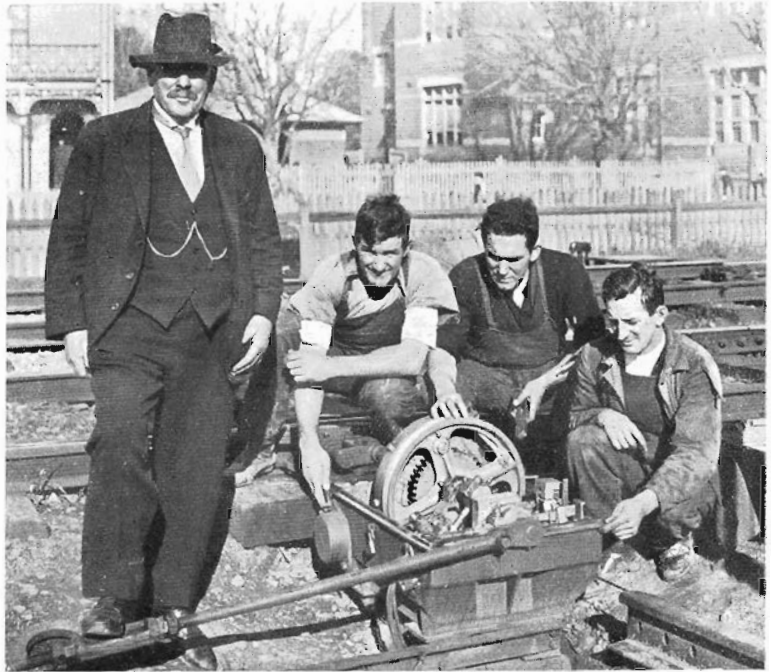
The baggage compartment is fitted with two folding seats, and can be used as a smoking compartment. Four side entrance doors are provided for the passengers and one for the operator. The rear vestibule is fitted with two doors and the storage room with two. The operator's door is located at the rear of his seat in the engine room. A saloon is located on the rear vestibule. The car is heated by a hot water circulating system, the coal heater being located at the rear of the main passenger compartment.

A Brill-Westinghouse, 250 horse-power, six-cylinder gasoline engine drives a 170 kilowatt generator. The power is supplied to two 140 horse-power, 600 volt traction motors mounted on the forward truck.

77

*Signal Ganger Bartlett and his men, who carried out the installation of the Sheremeteff Gravity-Electric Power Unit on the Darling Line.*

(See Article on p. 24)



## Fuel Conservation as Viewed by the Yard Staff

(Mr. G. Salter, Yard Foreman, Bendigo.)

"It is generally admitted that the locomotive enginemmen are directly interested in the conservation of fuel, and I feel sure they realise the importance of saving in the many opportunities they have in their circle. In my opinion, other Branches can also indirectly effect a great saving of coal."—Mr. G. Salter, Yard Foreman, Bendigo.

**C**AREFUL work on the part of a shunter means less damage to rolling stock; proper handling of trucks and carriages has a far-reaching effect.

I have often been asked the question: "Are trucks indiscriminately kicked about the yard?" or "Are trucks violently shunted on to other trucks standing in road, causing one or more to become buffer-locked or damage to axle boxes?" If so, this means additional burning of fuel.

Is delay caused the pilot picking out trucks for repair shops after they have been placed for despatch? If delay is caused to trucks which are kicked off a train for repairs, it is certain extra coal would be used placing trucks in repair shops, and when repairs are effected, the engine has again to be used to place truck for despatch and, of course, extra consumption of coal.

Are trucks ever dropped on a road they should not have been? If so, further duplication of work is caused, and valuable time of the engine is wasted, and additional use of fuel necessitated. Of course, the leading shunter has a reply to the statements, and who would say that he was not justified in his actions!

The number taker may mark a truck off incorrectly, causing it to be wrongly placed,

or he may not mark it off at all, resulting in loss of time to the shunter trying to find out the destination of a truck. More loss of engine power and waste of fuel.

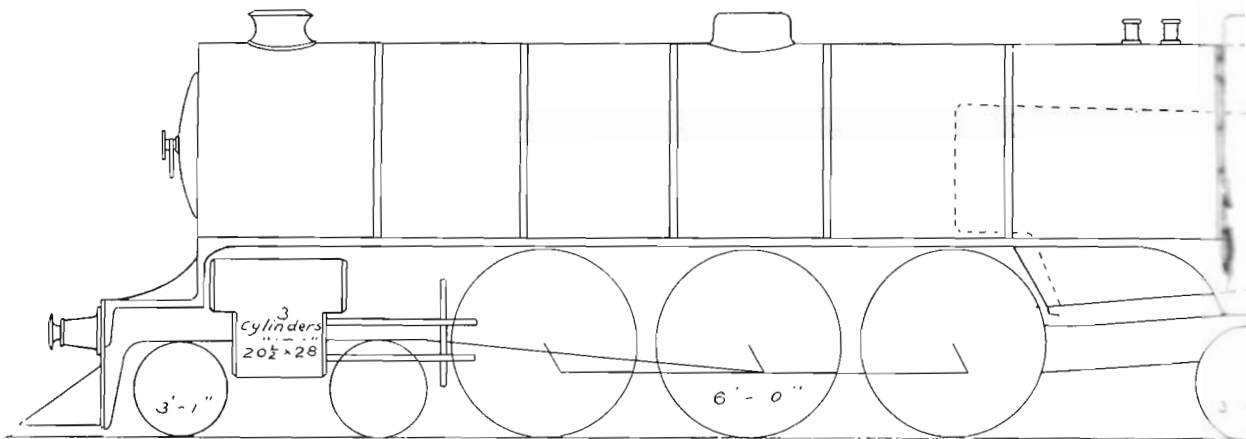
Sometimes a truck is wrongly waybilled; in other cases a waybill is not attached to the truck; thus more loss of time and waste of fuel kicking the truck off train.

Never allow the telephone to be rung repeatedly; always try and acknowledge the first ring. Never keep the other chap waiting for a reply. He may be a shunter or number taker seeking information regarding the loading for an important train or the class of engine required. Always give the correct particulars; it may mean reducing or increasing the load of a train and unnecessary burning of coal.

Sub-depots and others should always try to supply correct particulars of stock trucks on their section messages. It may mean overloading an important train unnecessarily and delay to connecting trains. The driver's temper may be soured. You know, a thorn in the foot at the starting point has a bad effect—and the team work may be spoilt.

Always place your order for empties in good time; late orders cause unnecessary shunting movements, late departures of trains, increased standing time, and consequent waste of fuel.

# New Pacific Type Locomotives Designed



## Details of the New Pacific Locos.

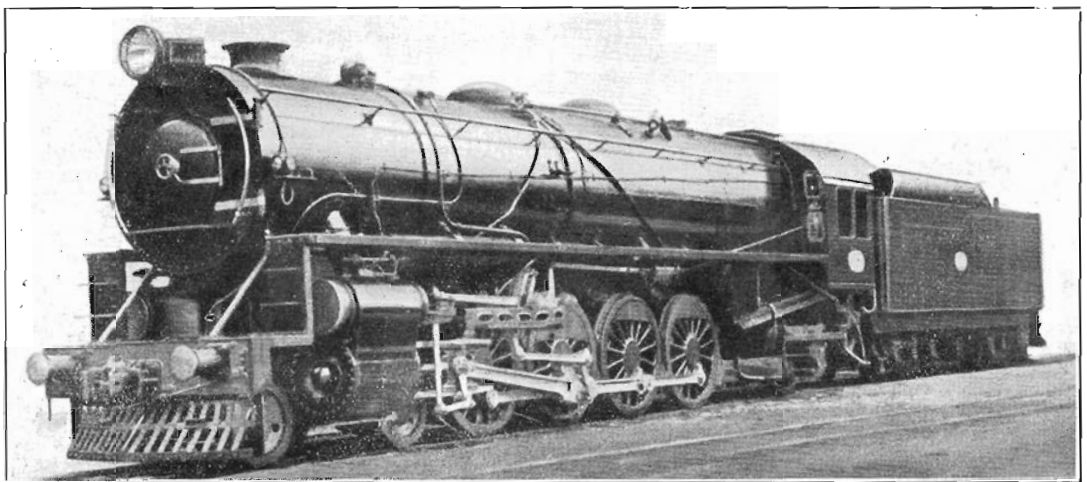
**T**HE new heavy passenger engine which is at present being designed for use on express work in Victoria is of the Pacific type, viz., 4-6-2.

New features in the design of this engine, so far as Victoria is concerned, are the use of three cylinders, provision of a combustion chamber in the firebox, use of Coale safety valves, self cleaning smokebox, and automatic superheater damper arrangement, for protecting the superheater elements when the engine is coasting.

The tender is of the self-trimming type.

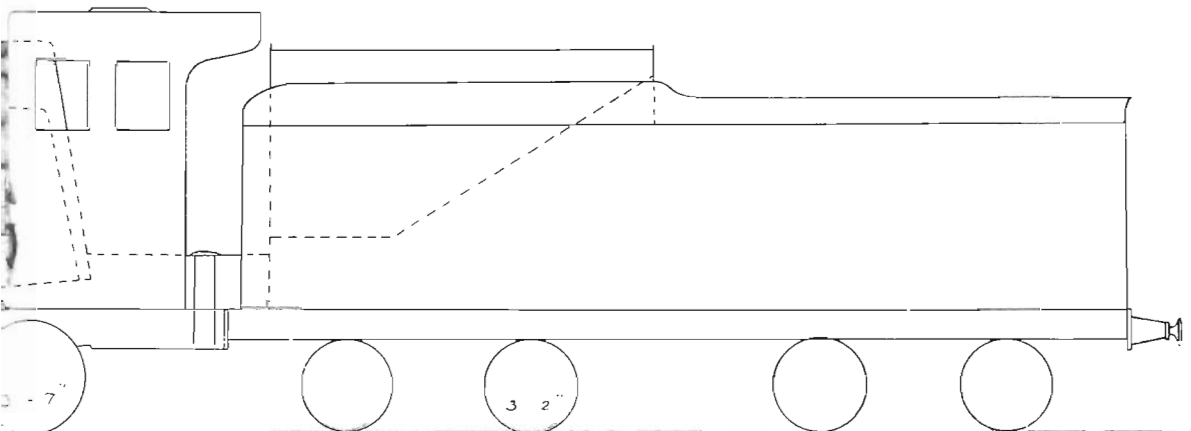
The general outline is on the same artistic lines as the other engines designed and built by the Victorian Railways Department. The whole of the work of designing and constructing the Pacific locomotives for use in Victoria is being carried out by the Victorian Railways Department.

The principal particulars are set out hereunder in comparison with those of the superheater A2, which is the present type of engine used on express passenger work in Victoria.



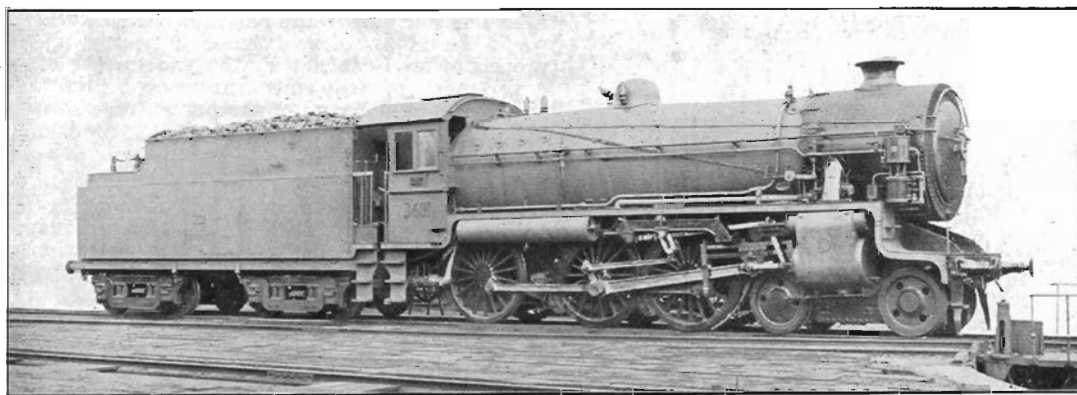
*Imported "Pacific" type locomotive in use on the South Australian Railways. Principal dimensions:—Diameter of cylinders, 24in. x 28in.; wheels, coupled, diameter, 6ft. 3in.; boiler pressure, 200 lb. per sq. inch; tractive force at 85 per cent. boiler pressure, 36,600 lb.; tender tank capacity, 8000 gallons; coal capacity, 12 tons.*

# for Victoria's Fast Interstate Expresses



## New Pacific Compared with the A2.

	Pacific.	A2.
No. of Cylinders . . . . .	3	2
Diameter of Cylinders . . . . .	20½ in.	22 in.
Piston Stroke . . . . .	28 in.	26 in.
Diameter of Coupled Wheels . . . . .	6 ft. 0 in.	6 ft. 0 in.
Wheelbase, rigid . . . . .	13 ft. 4 in.	13 ft. 4 in.
Wheel base, total engine and tender . . . . .	68 ft. 4½ in.	53 ft. 6 1-8 in.
<b>Boiler Heating Surface—</b>		
Firebox . . . . .	280 sq. ft.	156 sq. ft.
Tubes . . . . .	2,990 sq. ft.	1,560 sq. ft.
Elements . . . . .	740 sq. ft.	499 sq. ft.
<hr/>		
Grate Area . . . . .	4,010 sq. ft.	2,215 sq. ft.
Total Roadworthy Weight Engine and Tender . . . . .	50 sq. ft.	29 sq. ft.
Axle Load . . . . .	186 tons 10 cwt.	118 tons 2 cwt.
Tractive Power . . . . .	23 tons	17 tons 10 cwt.
	38,240 lbs.	25,867 lbs.
<b>Tender—</b>		
Tank capacity . . . . .	8,500 gallons	4,600 gallons
Coal Capacity . . . . .	180 cwt.	130 cwt.



*New South Wales Government Railways "C" Class Locomotive, which hauls the Sydney to Albury—Melbourne Express Ltd. Some of its dimensions are:—Cylinders, 23 in. x 26 in.; wheels, 5 ft. 9 in.; total weight, 159 tons 1 cwt.; tractive power, 30,500 lbs.; length over all, 67 ft. 11½ in.*

*Editorials by Railwaymen*

# Co-operation—Its Value in Railway Organisation

Short articles on subjects of general railway interest are invited from railwaymen. Mr. Marcus Hayman, of the Live Stock Agent's Office, is the contributor this month.

**W**HY do the Railway Commissioners constantly appeal for your co-operation? Does "Help Us to Help You" indicate that they cannot manage the Department themselves, and have to call on outside help? Of course not! The slogan is no sign of inward failure. Since it first appeared five years ago, hard facts will prove that it has been a distinct success.

Before that time the Victorian Railways had followed a vastly different policy. They existed as carriers of passengers, produce and goods, but any suggestion of seeking out clients and business in the usual commercial way would have been undignified. Now we make it clear that we wish our customers to come and discuss the matter with us.

From the first this method worked well. The public very soon learnt that a lot of their grievances and complaints against the Department were merely the results of misunderstanding. And so our business increased, and our revenue as well.

To show the people of Victoria that we were really in earnest in our appeal for their co-partnership, we did something for them. By advertising primary products we have done very much more than gain revenue from this source. It has been the means of assisting this industry as no other method possibly could, due to the unsurpassed avenues for advertising which the Department possesses. Thus team work has in this one instance benefited the whole State.

## How Railway Users May Help

With the larger business people and country clients we are constantly meeting, and they have a fairly accurate idea of how they can assist the railways to give them a better service. But the smaller consignor or consignee is not so easily approached, and in thousands of cases it is quite impossible to personally reach him. Here, then, are just a few points where he may help:—

1. If you have any complaint to make, make it promptly. In a large concern like the Railways there are constant and numerous staff changes, and it is often difficult to finalise matters, simple in themselves, but which have not come under notice until some time after they took place.
2. Don't take the advice of outsiders; get official information each time; it costs nothing to do so. The local station-master must know more about railways than the local billiard-marker.
3. Always let the Department have as much notice as possible of your requirements;

if you leave your order too late we may not be able to meet you.

4. Bring your goods to the station in ample time before the train departs, and accept delivery as early as possible after arrival.

We are now on the eve of the big annual show traffic, which affords an excellent opportunity for pulling together by the Department and the railway users. From past experience there is no reason to think that this assistance will be lacking on the part of either.

This important traffic, which is also of an exceedingly valuable nature, has to be transported from all the various States, as well as every district in Victoria, and elaborate train arrangements are necessary in both cases.

In order that the receipt and despatch of the exhibits may be smoothly and expeditiously carried out, it is essential that the relationship of the Department and all concerned with the Show shall be of the most cordial description, for without goodwill of both mere by-laws and regulations will not avail.

## Letters of Appreciation

The large and increasing number of letters received by the Commissioners expressing gratification at the arrangements made and attention to all concerned in the Show traffic tends to indicate that the joining of forces by the owners and the railways staff has been highly successful in this as in other spheres.

I would like to conclude by appealing for a much broadened aspect in regard to the application of co-operation. Since it has worked so well in the Department, why not incorporate it in our daily and national life! This world would be improved and made a nearer approach to an Eden not by the enactments of government or statesmen, however brilliant, but by the building up of the human race to a higher standard of moral character, and a correct perspective of wide-world co-operation and understanding.

So in pursuing co-operation in railway organisation we may regard ourselves as the vanguard of the march to that time when the Golden Rule of "Do Unto Others" will be a fact, and not merely an ideal.

—\*—

So great is the number of vehicles sometimes seen in Cheapside that could a person scramble along horses' backs as well as over the tops of coaches, etc., he might almost traverse that street without once putting feet on the ground.—"Travels in Town," 1839.

# Pictures from the Ararat Railway Centre



*The Ararat Loco. men, most of whom appear in this group, expect to have a new depot within the next twelve months. The number of engines located at Ararat ranges from fourteen in the normal season to twenty-two in the busier periods.*



*A big job confronts these Way and Works men in the scheme which provides for extensive alteration and improvements to the existing yard and loco. depot at Ararat.*



*Signals and Telegraph Branch men with headquarters at Ararat. On the right is the Supervisor, Mr. C. Bass.*



# Early Day Railway Reminiscences

An excellent suggestion has been received from Mr. H. Binns, S.M. at Wycheproof, that railwaymen should write reminiscences of their early experiences in the Service.

Mr. Binns acts at once on his own suggestion by submitting the following:

## Eyes and Hoes!

**T**HOUGH many years have passed, old railwaymen will still remember the "naval admiral" appearance of the late Mr. Robert Spall.

We were at Korumburra at the time I wish to tell of, and he had just entered his office on return from lunch when I became alarmed to hear a peculiarly strange gurgling sound.

Hastening to his side I thought for a moment that our S.M. had taken a fit, but a closer look at him told me that he was convulsed with laughter, his usually stolid face was almost blue, and his huge bulk heaved violently as he sat in his chair.

"What's the matter, Mr. Spall?" In answer he pushed across to me a piece of paper he had found on the centre of his blotting pad. He was unable to speak.

Two or three days previously a new junior had come to us, and the S.M. had explained to him that we were the depot for the supply of empties to the various coal mine sidings. The trucks, by the way, consisted mainly of "I" and "O" trucks, and were invariably sent down in rakes of twelve.

The lad had been first coached in the telephone code, and instructed to answer any Korumburra calls. Finding himself alone he had faithfully obeyed orders, and it was this that he had written on the paper which so convulsed Mr. Spall:—

"Jumbunna wants 8 eyes and 4 hoes!"

## The Pit—A Strange Name

It was a violent death that old Tom Barber met at Macedon some years ago. He was a skilled fencer, and lived alone in a bush hut some mile or two distant. To replenish the larder it was customary for the old chap to visit the village at week-ends, and his route brought him over the station level crossing.

Mr. McDonnell, recently retired from Flinders-street, was then the stationmaster at Macedon, and early one morning the 8-year-old son of the gate-keeper reported to him that there was a bundle in the pit.

Mr. Mac found the "bundle" to be the mutilated body of Tom Barber.

A Justice of the Peace residing at Gisborne was the nearest magistrate, and the police requisitioned his services for the usual inquiry.

"Where did you say you saw the body?" "In the pit, Sir."

The magistrate repeated the question, and the lad rather nervously again replied in the same words.

"What does the boy mean by saying he saw the body of deceased in a pit?"

Mr. E. B. McTaggart, then District Superintendent and representing the Department, to whom his question was addressed, explained that on a double line of railway that portion of the track between the two platforms was termed the pit.

A look of profound astonishment came over the face of the magistrate, "A strange name to give it indeed; proceed please!"

## A Raid On the Fowl House!

It was a successful wheat season in the Western district, and a number of the waggons brought small parcels of "chick feed for the S.M." We owned quite a poultry farm.

Disturbed from deep sleep in the early hours, one morning, I felt that someone was adding insult to injury. Not content with stealing my birds, they were stoning the roof, for that's just what it sounded like as I was awakened by a noise that seemed to carry the echo of a cannonading on corrugated iron.

Scorning my wife's whispered pleading not to do so, I slipped out into the inky darkness in slippers and very quietly felt my way to the vicinity of the chooks.

The wind that is ever on the wing on those Western plains was as restless as ever, but my keen sense of hearing could discern no other sound.

Softly I circled the quarters and then boldly charged around with a lighted hand lamp. With rapid movement I searched the region of the chooks house, wash house, etc., and found—the irreducible minimum.

Getting back to bed I assured mother I could pretty well guess exactly what had happened. Some wild bird on the wing had, in the darkness, struck the roof, or, may be, the telegraph wires right by and fell on the roof, and I would no doubt find it dead somewhere there in the morning.

Among our children was Ruth, a burly girl of 10, and always a rough and restless sleeper. Ruth was in the next room. I was still wide awake and shivering with cold from my period of exposure when the same clatter burst on our ears again. The quarters were a standard D.R., Class 4, corrugated iron lined, and Ruth was hammering her heels on the wall.

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## Looking Back 35 Years on Railway Happenings

Extracts from "The Victorian Railways Gazette" of December 1, 1891.

**T**HE line to Crib Point will be opened for traffic about the middle of December. The second and third sections of the Great Southern railway will be opened, the Commissioners expect, some time in January.

There is a rumour about, maybe an empty one, that Yard Inspector Bell is to be appointed Inspector of Refreshment Rooms, the position previously held by the late Mr. B. G. Davies, and that Inspector Richmond is to take charge of the Spencer Street yard.

A meeting of the Stawell branch of the Traffic Union was held on September 1. After the usual routine business had been gone through, an appreciative audience listened intently to an interesting paper on "The Railway

Deficit," read by Mr. T. M. Burke.

Mr. Samuel Johns, foreman of "A" Shed, who recently retired, was presented by his fellow employes with a handsome marble clock. The vacancy has been filled by Foreman Dederick, who has been transferred from the Exhibition shed.

A question has arisen among the traffic clerks acting as assistant station masters as to the reason they are not supplied with gold band caps. Inquiry at the Traffic Office has elicited the information that ordinary caps with gold "V.R." are supplied on application, but as assistants may at any time be called upon to perform solely indoor duty, station master's caps cannot be supplied them.

## Bayles Station Is Now On the Map

The district feature this month is contributed by Mr. F. Trevillyan, of Bayles, who tells of the large quantities of potatoes despatched from his station.

**B**AYLES is a small station on the Strezlecki line, 46 miles from Melbourne, but a most important one among the many so-called "Swamp" stations.

For about six months of the year the trucking of potatoes is on a large scale, especially during February, March and April, when it is a common occurrence for a rake of 20 trucks to be loaded for Melbourne and interstate destinations each day.

We must not forget the sand which is loaded at Bayles the whole year through. This forms an important part of our goods traffic.

During the six months, January to June inclusive, it is no easy matter to obtain the required number of trucks, as the wheat harvest is also in full swing at this period of the year. You can, therefore, imagine the anxious time the potato and sand loaders have when trucks are scarce.

It is hard to please every one always, and when the required number of trucks is cut down to about half, the allotting of them is not an easy matter. However, a little explanation and a promise of doing your best helps to brighten things up, and assists in gaining the desired co-operation between us and the public.

Carting of the potatoes from the paddocks to the station often results in more loading being available than the trucks will hold. This necessitates stacks being built for nearly the whole length of the siding, which holds 23 trucks.

The figures for the potatoes alone for the six

months mentioned are:—No. of bags loaded, 159,060 (which occupied 753 trucks). The tonnage was 10,604, and the revenue in freight was £3579.

Although Bayles is only four years old as a railway station, it will soon be known as well as any other station in Victoria.



*Consignments of potatoes and sand waiting to load at Bayles station.*

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## General Regret at the Death of Mr. Syd. Dalton

**R**ARELY has the passing of any railwayman occasioned such widespread and sincere regret as was evidenced throughout the whole of the service at the news last month of the unexpected death of Mr. Syd. Dalton, the Commissioners' Special Guard.



He had apparently regained his health after a serious illness, and had actually resumed duty, but was struck down suddenly and never recovered.

Joining the service in 1888, at the age of 22, Syd. was selected by the Commissioners to act as special guard on the retirement of Mr. H. Carey, seven years ago. He was then a guard at Flinders Street.

He was guard on all the inspection trains run by the Commissioners, and on the State special trains.

In addition, Syd. was guard on 11 of the 12 "Reso." trains which have been run in Victoria, and it was his illness which prevented him taking out the twelfth. In fact, while the train was being prepared for the

road Syd. visited it, anxious to help and give the benefit of his experience.

He was always to the fore in every case of distress in the railway service worthy of charitable support. He organised innumerable appeals, and collected more money for charity than any other officer in the service.

"Nothing was ever a trouble to poor old Syd," said Mr. Gus. Kroger, of the Victorian Railways Mutual Benefit Society, who was a close friend of the late guard for 35 years. "He had been a member of our Society for 25 years, and was in his seventh year as chairman of the finance committee when he passed away. He sacrificed his time and himself for every deserving case that came under his notice, and he was never happier than when helping a lame dog over a stile."

More than three hundred railwaymen attended the funeral, including the three Commissioners, Messrs. Clapp, Shannon and Molomby (who acted as pall bearers), Mr. J. S. Rees, Acting Secretary for Railways; Mr. T. Lynch, Secretary to the Minister; Mr. E. H. Ballard, Chief Engineer of Way and Works; Mr. A. E. Smith, Chief Mechanical Engineer; Mr. T. F. Brennan, Chief Accountant; and Mr. A. Galbraith, General Secretary of the Institute.

Retired railwaymen also came from distant parts to pay homage to their old comrade, one man who had retired for 15 years being in attendance.





Ararat Refreshment Room Staff. The relieving manager (Mr. H. Lawrence) is seated in the front row with Mrs. Lawrence on the right.

### Thirty-three Years on the Relieving Staff is Station-master Williamson's Record



MR. R. WILLIAMSON, who has just concluded a term of office at Ararat, has been a Relieving Stationmaster for 33 years. He is one of the best known R.S.M.'s in the State, and, from a casual glance at his time books, it is quite clear that any man who sat down and endeavoured to draw up a list of the stations which have seen Mr. Williamson behind the S.M.'s table would need to have time on his hands.

On an average, Mr. Williamson's peregrinations have in the past taken him to four or five stations a month, and in the early days the number has reached as many as eight.

Joining up in 1886 as a Porter, Mr. Williamson was at Heyfield, when that station was the terminus of the Gippsland line, and when Thornton Bros. were the contractors for the extension through to Bairnsdale. He was at Maffra and Stratford stations on the first day both stations opened for railway business (the principal traffic was redgum timber and redgum blocks for street paving), and, in addition, was first Stationmaster at Toora when train running commenced on the Gippsland South line.

His relieving activities are not restricted to Stationmaster's duties, either. He has filled the posts of Traffic Inspector and Chief Ticket Inspector, and is generally called upon to relieve at Elwood when the regular Tramway Manager is on leave. So there's nothing at all monotonous about his job.

### Guard Hammerton Has Vivid Recollections of the 1902 Drought

"SIXTY years of age last March, and still going strong!" Thus Senior Guard W. Hammerton, of Ararat, when you ask him whether he's 45 yet.

A veteran of '88, he commenced his railway career in the Maryborough lamp room, with Mr. F. W. Kaiser, the present Ambulance Officer. He subsequently graduated through the ranks of Parcels Porter and Shunter to the position of Yardsman, in good time to become actively concerned in the 1902 drought.

Mr. McTaggart was District Superintendent at Maryborough during that period, and there were trying experiences and many sleepless nights for railwaymen while water was being rushed from Clunes to the parched Northern District. Even now, Guard Hammerton involuntarily mops his brow when he recalls those stirring times.

Talking of brow-mopping, though, there is plenty of work on the Avoca line, where Guard Hammerton was running throughout last year's fruit season. Supervising No-one-in-Charge stations, as well as attending to Guard's duties, and running in conjunction with Guard Hayes, assisted by one Vanman, Guard Hammerton moved 65,000 cases of fruit from Amphitheatre and Elmhurst without receiving a single complaint.

Ararat railwaymen say that the peculiar coincidence in the initials of the two Guards exerted some magical influence on the work, and had much to do with the success with which it was carried out. Both Guards' initials are "W.H."



## *Institute News*

### Annual General Meeting of Members

ON Saturday evening, October 2, the Annual General Meeting of members of the Institute will be held in the Concert Hall, when the annual report and balance sheet will be submitted.

In view of the progress of the Institute, it is proposed to discuss the question of amending part of the present constitution, which was first drawn up by the Provisional Committee. Owing to the importance of the occasion, therefore, Institute members are urged to attend in full force.

In this connection attention is directed to Clause 74 of the present Constitution, which refers to any mooted amendment of rules:—

74. A new rule shall not be made, nor shall any rule be amended, altered, or rescinded, except by the authority of at least a three-fifths majority of the members present at an annual or special general meeting, called for that particular purpose, and at which not less than 100 active members of the institute record their votes. Notice of any proposed new rule or of any alteration or amendment of an existing rule shall be submitted to the Secretary, in writing, at least 28 days prior to the meeting, and a copy of such proposed rule or alteration or amendment of an existing rule shall be posted in the Reading Room for the information of members not less than 21 days prior to such annual or special general meeting, and the Council may at its discretion notify the members of such proposed rule or alteration or amendment of an existing rule by circular or otherwise. Notwithstanding anything herein contained, however, the powers or rights of the Commissioners under these rules shall not in any way be disturbed, amended, or rescinded without the authority in writing of the Commissioners.

Notice of the proposed amendment will be posted on the notice board at the Institute for the information of members, while copies of the report and balance sheet may be secured at the library and at the reading rooms in country centres.

On the same evening the election committee (Messrs. Henderson, Bunning and Williamson) will announce the result of the recent ballot for the Council of the Institute.

Male members of the Musical Society will render items and will be assisted by specially selected soloists.

### Musical and Elocutionary Competitions

FIVE hundred and forty-six entries have been received for this year's Musical and Elocutionary Competitions, which will be decided in the Institute Concert Hall during this month. The adjudicators will be Messrs. A. J. Hawkins and Louis Lavater, and care has been taken in the compilation of the programmes to ensure a varied and enjoyable evening's entertainment for the large number of spectators who are expected to attend.

Mr. J. S. Rees, the President of the Institute, will open the competitions on September 4 in the Concert Hall, and they will be continued thereafter nightly until September 25, when the finals will be decided.

On the opening night, 22 competitors will appear in six different sections, and the price for admission will be 1/-, plus 6d. for booking at the Institute office.

On November 6 a concert will be given by the prize-winners, and this will be broadcast by 3LO.

In consequence of the arrival of the Musical and Elocutionary Competitions, the Wednesday night dances, which have been held in the Institute Concert Hall for some time past, have been discontinued. Band rehearsals will also be held in a different room.

A CLASS in mandolin and banjo-mandolin playing will be conducted at the Institute by Miss S. W. Ridout as soon as a sufficient number of enrolments have been recorded.

Tuition, which is open to the wives, sons and daughters of members of the Institute, may be had for the same fee as violin playing—12/6 per quarter for tuition in class, and 25/- for personal tuition.

Intending beginners should get in touch with the General Secretary.

Mr. W. H. Kirby, committeeman at Seymour, has been transferred from that centre and will be succeeded by Mr. E. J. Smart.

Mr. Kirby was always an enthusiastic worker on behalf of the Institute, and at one time held office as chairman. His departure is much regretted.



*Before the Ararat Institute was formally opened on Saturday evening, August 7, the Melbourne visitors made an unofficial visit to the building, and met some of the local railwaymen and members of the committee.*

Mr. Phelan's Testimonial

THE campaign which was recently organised by a Melbourne committee to present Mr. W. Phelan, late employes' representative on the Board of Discipline, with some tangible recognition of his services in that capacity, is now drawing to a close.

Those stationmasters, works foremen and other officers who received contribution lists are requested to forward them to the Hon. Secretary (Mr. B. Falloon), c/o the Institute, so that the matter may be finalised and the presentation made to Mr. Phelan at an early date.

Attendances of Councillors at Council Meetings Last Year

Name.	Possible attendances.	Actual attendances.	Apology through duty, illness or leave.
Arthur, E. W.	16	6	1
Balmer, R.	16	15	1
Cahill, P. J.	16	9	4
Phelan, W.	16	12	4
Conlan, Jas.	16	13	3
Cameron, D.	16	12	4
Clark, H. W.	16	11	2
Classen, E. A.	16	10	5
*Curllett, M.	16	9	5
*Deveney, B. B.	16	6	8
Donald, W. J. S.	16	15	1
Dowsett, G.	16	13	—
Eddy, H. D.	16	11	3
Evans, S. H.	16	9	2
*Falloon, B.	16	14	2
Forster, H. W. L.	16	11	5
Gallagher, D.	16	14	2
*Gault, J.	16	5	11
Guyot, R. A.	16	9	1
*McCartney, J.	16	16	—
Neilsen, J. A.	16	8	7
Rees, J. S.	16	12	3
Richard, E.	16	6	10
*Ryan, D. P.	16	12	4
*Stewart, J. F.	16	11	5
Watson, W.	16	15	1
*O'Haire, J. S.	11	5	6
Holmes, C.	8	3	5

\* Shiftmen.

Attendances at Committee Meetings

**House Committee.**—Possible attendances, 12. Actual—D. Gallagher and J. McCartney, 11; W. Watson and B. Falloon, 10; W. Phelan, 9; E. Richard, 4; J. A. Neilsen, 3.

**Gymnasium Committee.**—Possible attendances, 13. Actual—D. P. Ryan and J. F. Stewart, 10; H. D. Eddy, 9; R. A. Guyot, 8; J. A. Neilsen and G. Dowsett, 7; P. J. Cahill, 5.

**Social and Amusements.**—Possible attendances, 7. Actual—H. W. L. Forster, 7; E. A. Classen, 6; W. J. S. Donald, 5; J. A. Neilsen, J. F. Stewart and M. Curllett, 4; P. J. Cahill, nil.

**Band Board.**—Possible attendances, 7. Actual—E. Richard, 7; E. A. Classen, 6; E. W. Arthur, 4.

**Library Committee.**—Possible attendances, 5. Actual—R. Balmer, 5; J. McCartney and D. Gallagher, 4; H. W. Clark, 2; J. Gault, 1; E. W. Arthur, nil.

**Lectures and Classes.**—Possible attendances, 7. Actual—R. Balmer and H. W. L. Forster, 7; W. Watson, 6; S. H. Evans, D. Cameron and J. Conlan, 4; E. Richard, 2.

**Finance Committee.**—Possible attendances, 10. Actual—D. Cameron, E. A. Classen and B. Falloon, 9; H. W. Clark, 5; M. Curllett, 4; B. B. Deveney, 3.

**Executive Committee.**—Possible attendances, 6. Actual—J. Conlan and E. Richard, 6; W. Watson, 5; B. Falloon, G. Dowsett, D. Cameron and H. W. Clark, 4; J. S. Rees, 3; W. Phelan, 2; E. W. Arthur and J. A. Neilsen, 1; S. H. Evans, nil.

BE ACTIVE!  
Get the Athletic Habit  
Ted Thy's Advice

"Australia will not be a great country, in the sense of physical and moral development, until your boys, girls, business men and business girls get the athletic habit."

This statement was made by Ted Thy, the champion wrestler, in the course of an address to Rotarians at Anzac House.

In addition to our Evening Classes in Boxing, Wrestling and Gymnastics, we are introducing our

BUSINESS MAN'S PHYSICAL  
— CULTURE COURSE —

Specially adapted for Institute Members of all ages engaged in sedentary occupations.

Only One Half Hour's Exercise Before Dinner.

Our Schedule is:

TUESDAY, 4.45 p.m. to 5.15 p.m.

THURSDAY, 4.45 p.m. to 5.15 p.m.

Two lessons per week, or 24 lessons per term of 12 weeks, only 15/-.

One lesson per week, or 12 lessons per term of 12 weeks, 10/-.

JOIN UP FOR YOUR HEALTH'S SAKE

Victorian Railways Institute

BILLY MEESKE,  
Instructor.

A. GALBRAITH,  
Gen. Secretary.

**GEELONG CENTRE.**—The monthly meeting was held on August 1, and several items discussed. Our billiard tournament is in progress, and, although entries are not as satisfactory as they might have been, the games are very keenly contested, and many non-players are attending the rooms to see the matches. Classes of instruction are being well attended, and generally the keen interest shown by members has not declined even with the dampness of the weather.

**ARARAT.**—The following committeemen are foundation members of the Ararat Centre:—Messrs. W. Hayes (chairman), J. Lillis (vice-chairman), A. M. Lowerson (hon. secretary), T. Svensson, D. Livingstone, T. Rosendale, F. McNamara, M. Vernon, M. Greenwood, C. Tayyard, A. Leslie, A. E. Finch, T. Fitch, O. C. Healey, J. O'Donnell, H. Edwards.

For the benefit of students at the Newport Technical College, a technical library is being installed by the Institute.



New Magneto Drive for Electric Locomotive Tachometer

A NEW form of magneto drive has been recently developed by the Electric Tachometer Company, of Philadelphia, in conjunction with the Westinghouse Electric and Manufacturing Company, for the application of electric speed indicators to locomotives.

This new drive permits the installation of an electric tachometer outfit in a few minutes' time, and eliminates the use of special gears, pulleys or belts.

A development of this drive is said to be a decided forward step in the design of locomotive speed indicators. It eliminates the necessity for a driver guessing as to whether he is going at the speed necessary to keep on schedule.

# Let's Co-operate to Prevent Derailments

By co-operative effort derailments due to vehicles being left foul were reduced by 75 per cent. in a period of nine months. Derailments due to other causes are, however, numerous, and the co-operation of every railwayman is sought to reduce the present number.

(By Mr. M. J. Canny, General Superintendent of Transportation).

SOME time ago the Commissioners directed attention to the number of cases in which vehicles, left foul of other roads, subsequently caused damage or derailments when shunting movements were being made to adjoining roads. The matter was taken up with the staff by district officers, and through the "Weekly Notice," and all employes were requested to exercise care and vigilance to avoid these mishaps.

It was pointed out that in addition to causing damage and derailments, vehicles left foul of other roads exposed fellow employes to risk of serious injury in the performance of their duties.

The number of cases in which vehicles were either damaged or derailed through being left foul of the intersection of adjoining roads was 24 for the three months ending January, 1926, and further appeals were made to the Staff to exercise more care.

For the ensuing three months, ending April, 1926, the number of cases was 13, a reduction of more than 45 per cent. compared with the previous period.

It is gratifying to note that for the three months' period ending July, 1926, there has been a further reduction of over 50 per cent. on the February-April period, the number of

cases being six only, or a reduction of 75 per cent. in nine months. This shows what can be done by employes when a special effort is made, and justifies the hope that mishaps due to the causes specified will be entirely eliminated.

Derailments due to other causes are, however, very numerous, and as the Staff have responded so well to the appeal in respect of trucks standing foul, it is confidently expected that a great improvement will also be made in reducing the number of derailments generally.

Derailments involve a very heavy repair account, seriously increase the risk of personal accident to the staff, and frequently cause great inconvenience to our customers.

By the continued exercise of care on the part of the staff, derailments caused by human neglect should be eliminated. There is one phase of this matter which has not been mentioned, and that is, the distress of mind caused to the employe whose want of care has caused a derailment.

All good craftsmen take a pride in performing good work. Railwaymen are skilled workers, and derailments show a want of skill, and can be classed in the same category as "botched" work on the part of an artisan.

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## Station Master Shows Enterprise in Meeting Road Competition

*An instance of what can be done by a little enterprise on the part of Station Staffs has come to notice in the Elaine district. Mr. A. J. Relf, Stationmaster, interviewed the secretary of the Elaine Football Club and persuaded him to charter a special train for his club's matches. The club gave the idea a trial, and it proved so successful that the Matheson Association has now been definitely directed to the railway instead of the motor for future excursions.*

ALTHOUGH this association has been in existence for a number of years and includes Bannockburn, Lethbridge, Meredith, Anakie, Elaine and Lal Lal, this was the first occasion on which they discarded motor 'buses and chartered a special.

The change proved a great success in every way; in fact, so much so that the association itself followed the Elaine club's example and chartered a special for the grand final between Anakie and Meredith.

Seventy-two passengers joined this train at Elaine, besides those joining at Lal Lal and Meredith. To take the same number of people

by 'bus would have cost the club £18, whereas the guarantee for the special was only £11 18/6. Fare for supporters would have been at last 6/- return by motor, whilst return fare by rail was 3/4.

In addition, owing to the fine class of car provided on the special, everyone voted the trip much more comfortable.

The success of this special should mean the almost entire elimination of motor competition in connection with this association.

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## Railway Choir Concert

THERE was a large attendance in the Bendigo Temperance Hall recently, when an enjoyable concert was given by the Victorian Railways Institute Choir. The programme was of a high standard, many of the artists being well known in the city, and encores were insistent. The object of the function was to raise funds for the Church of Christ, and this aim should be accomplished, judging by the number of people in attendance.

It is the intention of the Institute to give another concert in September to provide money to place educational facilities at the disposal of the young members.

# Country Reports Augur Well For Increased Business

## Seymour District

THE rainfall during July has been generally heavy throughout the whole of the territory, but with mild conditions prevailing the excess of moisture has had very little retarding effect on the growth of crops and pastures. In some areas the advanced state of the early oat and wheat crops has occasioned concern. Conditions have not been favorable this season for late sowing, as the rain has been so distributed in most areas as to keep the ground continually sodden and thus preventing fallow being worked.

For many years the tobacco-growers in the King and Ovens Valley districts were handicapped each year by a large number of the seedlings being affected before planting out commenced. The raising of tobacco plants was then scientifically undertaken by Messrs. McNamara and Sons, of Gapsed, and Cobram was chosen as the location.

The Cobram grown plants have been proved to arrive in good order and quite free from blue mould or other diseases, the greatest care being exercised to see that the area remains "clean," and the raisers of the plants will not permit any contact with their customers during the planting season.

Last year the above grower supplied 400,000 plants, while Mr. C. H. Henderson supplied over 1,000,000 to various growers. This season it is estimated that over 2,000,000 plants will be transported by rail from Cobram, which necessitates quick transit and careful handling on the part of our staff.

At a meeting of the Northern Fruit Growers' Association, held at Merrigum recently, a motion was carried unanimously having as an object the establishment of a fruit-growing experimental college in the Goulburn Valley District, where experiments could be conducted in the propagation of new varieties of canning fruit. Mr. J. McDonald (Shepparton) said that it was useless to rely upon the result of experiments carried out in Melbourne, where the climatic conditions were entirely at variance with those experienced in the main fruit growing areas.

As anticipated in a previous issue of the "Magazine," great developments are taking place in the canning industry. The Ardmona and Mooroopna Co., which only came into operation for the first time last season, has issued an additional 8540 £1 shares for the purpose of providing additional plant to increase the output by 33 per cent.

At the Shepparton Works about 100 hands are hard at work labelling and packing the canned fruit, which is going out at the rate of 15,000 cases weekly. As each case holds two dozen 2-lb. tins, the output is 360,000 tins per week. However, so vast was last season's pack that, to the casual eye of a visitor, very little impression seems to have been made upon it.

A contract has recently been let at £10,000 for further extensions, and the work is now in hand and will be completed in time for next season.

## Wool from the Riverina

THE farmers and graziers throughout the Southern Riverina have not been slow to realise the advantages of the Victorian Railways extensions into this territory. Melbourne was the natural market for the vast cattle, sheep and wool resources, whilst the bulk of the machinery and manure also came from the Victorian capital.

A steady stream of traffic has now set in off the recently opened Balranald line, and in this connection it is of interest to note the following paragraph which appeared in a Border Journal of 6th inst., under the caption of "A Quick Delivery":—"Messrs. Dennys, Lascelles Ltd., Geelong, advise that the first consignment of Riverina wool has reached their stores. Fifty-nine bales from 'Plako' left Balranald on July 29, and reached their stores at Geelong on the morning of July 31. This wool came via Echuca and Seymour, and the Railway Department is to be congratulated on their prompt delivery."

## Geelong District

THE following particulars refer to wheat traffic dealt with at Geelong for the season 1925-26:—

	Season to 10/8/'25	Season to 10/8/'26
No. of bags shipped ..	3,947,390	1,356,703
No. of bags stacked ..	189,670	47,980
Totals .. . . .	4,137,060	1,404,683

For July, 1926, a total of 20,419 tons of coal was discharged at the Railway Pier, compared with 18,273 tons for the corresponding month of previous year.

During July "The Canadian Spinner" berthed at the local pier and discharged 700 tons of machinery on account Ford's Motor Co., North Shore.

On Saturday, July 31, the first truck of new season's wool reached Geelong, consisting of 50 bales on account Dalgety & Co., ex Balranald, and since that date an odd truck or two have been received. It will be noted that the wool this year commenced about four weeks earlier than previously.

A new electric pumping plant has been installed at Birregurra, and the old plant at the latter station will be reconditioned and installed at Winchelsea.

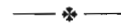
A septic tank has been provided at Camperdown. New station buildings and platform are being provided at Lara; the platform is practically completed.

Staff exchange apparatus, to permit of exchanging of staffs without decreasing speed, is being installed at Manor, Little River, Lara, Corio and North Geelong.

Improved sanitary accommodation and meal room have been provided at the Geelong Pier.

AFTER being closed down for several years, the Nathalia flour mills, which once gave employment to a number of hands, have been purchased by the well-known firm of Messrs. Thomas & Sons. The restarting of such an important industry means a great deal for Nathalia.

The extension of the Yarrawonga line to Oaklands Junction already having been decided upon, the residents of Rand (N.S.W. spur line terminus) are also pressing for a further extension to that point. It is maintained that with the opening of this line an additional 70,000 acres will be thrown open for subdivision. At a well-attended meeting, held at Rand on July 28, a Progress Association was formed to further the project.



## Ballarat Workshops Appreciated

THE undermentioned clause of the Mayor's report was unanimously adopted by the Ballarat Council recently.

The Town Clerk was instructed to convey to the manager (Mr. D. McGregor) the Council's congratulations on the wonderful manner in which the Ballarat Railway Workshops are equipped, and the orderliness with which they are conducted.

"An inspection of the Railway Workshops was made by the Council and myself on July 7. We were shown over the works by Mr. D. McGregor, the Manager. I am confident in saying that we all appreciated the attention paid us, and were impressed with the wonderful manner in which this shop is equipped, and the orderliness with which it is conducted. The general cleanliness was very noticeable, and the efficient way in which these shops are worked reflects great credit on the Manager and his staff. We are pleased to learn that 15 per cent. of the work of building trucks is being done at the Ballarat Workshops."



# Personal.



A PLEASANT evening was spent at Parwan School last month, when a farewell social was tendered to Mr. and Mrs. V. Bracher.

Mr. Bracher, who has been transferred to Tooradin after three years at Parwan as Stationmaster, was presented with a gold watch and chain and a wallet of notes from the residents, and his wife with an afternoon tea set from the ladies of the district.

Very appreciative remarks regarding Mr. Bracher's efforts as Stationmaster were passed by several speakers, and Mr. Bracher thanked the people for their kindness.

During the evening songs were rendered, and also a very fine cornet solo by Mr. M. Taffe, Assistant Stationmaster, who was at one time a member of the Ballarat City Band.

Ouyen said good-bye with regret to its courteous and capable S.M. when Mr. Sly left for Echuca, to which station he has been transferred. During his stay in Ouyen Mr. Sly has made many friends, and his never-failing consideration was sincerely appreciated by business men and all who came into contact with him. As "Skipper" of the Railway Cricket Team, he was deservedly popular with the sporting fraternity, and his departure was genuinely regretted. At the same time he was warmly congratulated on the well-earned promotion which his transfer to Echuca signifies. On behalf of the Railway staff, Mr. M. Gardner presented Mr. Sly with a handsome travelling rug and bag, and several other mementoes of his sojourn in Ouyen. Every one present had a good word to say for "the boss." Mr. Sly feelingly responded. Mr. Fisher (relieving S.M.) succeeds Mr. Sly.

A farewell social was recently tendered to Mr. and Mrs. H. Buck in the Westmere Hall by the people of the surrounding districts.

Mr. Buck, who had been Stationmaster at the local station for about four years, had received notice of his transfer to Cobden. Mr. Hanson occupied the chair, and presented the departing guests, on behalf of the district, with a set of stainless cutlery.

Mr. George Hucker spoke on behalf of the Lake Bolac Farmers' Association, eulogising the good work done by Mr. Buck.

Mr. C. S. Gange spoke on behalf of the tennis club, and Mr. J. W. Moreton, junr., and Mr. F. Dorey on behalf of the local Progress Association, of which Mr. Buck was President. Mr. Buck suitably responded, and thanked the people for their generosity and their kind remarks.

In the report of Mr. W. H. Sawyer on the scope and work of the State Electricity Commission, presented to Parliament in March last, appreciative reference is made to the work of **Mr. D. J. Nolan**, an officer of the Electrical Branch of the Victorian Railways, whose services were loaned to Mr. Sawyer by the Railway Commissioners. "He has been of most valuable assistance to me," Mr. Sawyer said, "not only with regard to his combustion and general power station engineering experience, but in connection with practically all other phases of my report work."

## Wedding Bells

**M**R. T. W. Harris, Plant Attendant at the Newport Power House, was recently married to Miss F. V. McKee, of Ballarat.

Mr. Harris is a popular member of the Operating Staff, and on behalf of his workmates, Mr. N. F. Ward (Shift Engineer) presented him with a clock and a gum vase, and wished him the best of luck.

**Mr. A. Cook**, Stationmaster at Wahgunyah, and the S.M. who opened Ripponlea Station, is due to retire on September 12, after 46 years' service. He joined the service as a casual at Werribee on November 30, 1880, and was appointed permanently in 1883, just in time to be entitled to a pension. Hours of duty were then 4.30 a.m. to 8 p.m.

The Cook family is well known in railway circles. Mr. A. Cook's late brother having been a shunter in the Melbourne Yard, and two of his sons being at present on the V.R. pay roll.



Mr. A. Cook, Stationmaster at Wahgunyah, and the S.M. who opened Ripponlea Station, is due to retire on September 12, after 46 years' service.

A FAREWELL social and presentation was tendered a few weeks ago to Mr. and Mrs. L. Campbell and little daughter Gwen, in the Berrybank Public Hall. Mr. Campbell, who has been in charge of the Berrybank railway station for the past six years, has been promoted to the charge of the Orbost station.

The chairman (Mr. W. Gilmour) was eulogistic in his remarks concerning Mr. Campbell's activities in the district, and his ability and obliging manner in all work connected with his duties. He was supported in his remarks by Messrs. Haase, H. Lawrence and Jos. Mack (Berrybank), W. Turner (Foxhow), E. Berry and S. F. Leigh (Cressy), and W. Molan (Little River), a former resident.

Mr. Gilmour, on behalf of the guests' friends, presented Mr. and Mrs. Campbell with a handsome case of cutlery, suitably inscribed, and Miss Gwen Campbell with a silver manicure set.

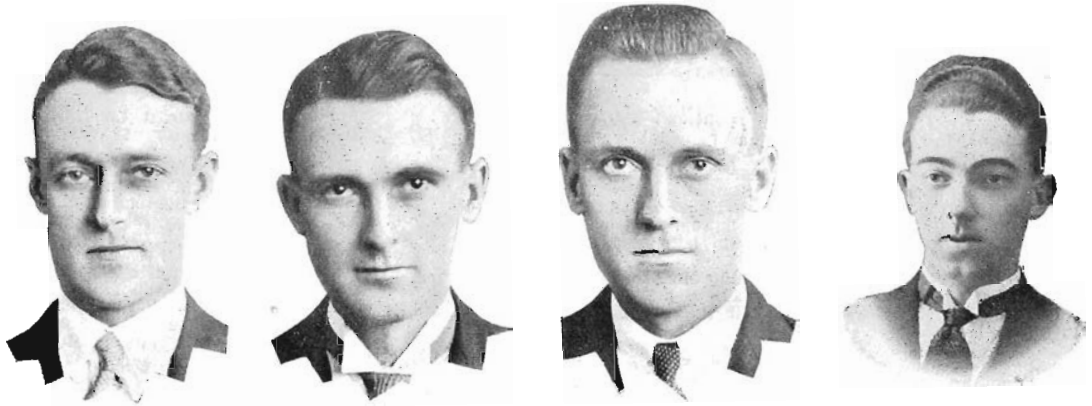
AT the North Melbourne Loco. Depot recently some of the many friends of ex-Driver G. Wilson met to wish him farewell on the occasion of his retirement.

The Assistant Shed Foreman (Mr. Tregear) presented Mr. Wilson, on behalf of the staff, with a well-equipped travelling bag, case of silver-mounted Barling pipes, and a smoker's outfit, and wished him and his family long life, happiness and prosperity.

Mr. Wilson, in replying, was very much moved. To endeavour to make an appropriate response "was the hardest trip he had ever been asked to run," but he thanked them all for their presents, which would always remind him of the happy days he had spent amongst his old mates at the Loco.

One of the largest attendances ever seen in the Nar-nar-noon Hall gave farewell to **Mr. T. Costello**, late S.M. at the local station, where he has done duty for more than seven years, and to Mrs. Costello, who shares the popularity enjoyed by her husband. "Comrade," as Mr. Costello is known by the entire population, gained the goodwill of young and old throughout the district, and there was no mistaking the warmth of the feeling shown at the send-off. The public presented him with a gold watch, the staff with a complete shaving outfit, and the local football club (of which Mr. Costello was treasurer) with a travelling rug. Mrs. Costello was the recipient of a handsome clock. The speakers included Messrs. J. R. Spencer, J.P.; W. J. Carney, C. Davis, Rodgers, Tom Eves, John Doherty, C. Cole, A. McCutcheon, T. McGrath and Crs. Cunningham and Dore.

## Railwaymen Qualify As Licensed Shorthand Writers



These four railwaymen, all tutored by Mr. T. W. Mather, F.C.T.S., have succeeded in gaining the much-coveted Licensed Shorthand Writers' Certificate. They were specially commended by the examiners on the neatness of their notes. Left to right: Mr. J. A. Pretty, Secretary's Branch; Mr. E. L. Cook, General Superintendent's Office; Mr. E. C. Smith, Claims Agent's Office; and Mr. A. A. Burns, Way and Works Staff Office.

### Popular Railwayman Farewelled

On the eve of his departure from Newmarket, Mr. A. R. White, who has been transferred to State Mine, was the guest at an informal gathering at the Newmarket Goods Office. He was presented with a fountain pen and silver cigarette case suitably inscribed.

In making the presentation, Mr. McLean (O.-in-C.) spoke in eulogistic terms of the many fine qualities possessed by Mr. White, and, although he regretted losing such a competent officer, was pleased he was receiving promotion into another class. What was Newmarket's loss was State Mine's gain.

Mr. Bockholt (local produce merchant) stated it was a man of Mr. White's character and ability who brought the public and railway department together in co-operation.

Messrs. Cleary and Parsons, representing the Drivers' Association, also spoke in very complimentary terms of Mr. White. Messrs. Crennan, McNamara, and Williams spoke on behalf of the staff.

Mr. Sam Fortington, engine cleaner, proved himself popular during his stay at Wodonga. In view of his transfer to North Melbourne, a large gathering of employees of all branches assembled at the Guards' Room, Wodonga, on July 17, to bid him farewell. A handsome present was handed to him by Mr. Ludwig, the chairman, on behalf of the employees. Musical items were rendered by Messrs. Murphy, Bagley and Edwards.



*District Fitter Charlie Tuckett, who knows the pulse beat of every motor in Geelong's District.*



Mr. P. O'Keefe, S.M., has been transferred from Rokewood to Anderson, and Mr. M. S. Shearer, A.S.M. from Spring Vale, has been promoted to the vacancy.

Mr. L. G. Bentley, S.M., Glenthompson, was transferred to Garfield on August 5.

At the age of 15, Miss Margaret McCormick was capable of writing at the rate of 160 words a minute with a Stenotype machine, and, having attained the age of 21, she recently succeeded in passing the Licensed Shorthand Writers' Examination. Her present duties include reporting work in connection with deputations which wait upon the Commissioners.





SOME OF THE FLINDERS STREET STATION STAFF IN 1896.

Standing (left to right): J. Copeland, not known, J. Williams (deceased), not known, F. Neal, T. Dwyer, not known, R. Hickey, T. Moore (dec.), J. Morrissey, P. Pettitt (dec.), J. Hulin, A. Martin (dec.). Sitting (back row): A. Lack (dec.), R. McCann (dec.), T. Gaffney, F. J. Coles, J. Tierney, Jnr., J. R. Page, Snr. (dec.), E. McIntyre, W. Deslin (dec.), G. West, D. Tasker. Sitting (second row): E. Giroud, G. Coffey, T. Rokes, J. Skene, W. Storey (dec.) R. Davidson, J. Mullins, not known. Front Row: J. Musgrove (dec.), J. Duthie (dec.), M. J. O'Connor, C. Butler, J. R. Page, Jnr., L. Minogue (dec.), H. Walsh. Two in Front: T. Walsh, W. Brown.

#### TO THE EDITOR, V.R. MAGAZINE.

Dear Sir,—As a regular reader of the V.R. Magazine, I am writing to tell you that I noted with special interest your reprint from a Gippsland weekly of a commendation of the great care exercised by enginemen in that district.

I have travelled a good deal, and noted operation of railways in Victoria and South Africa, and have reached the conclusion that drivers on the two lines branching from Dandenong are the best exponents of the sound policy of "Crossing Crossings Cautiously."

I go on walking tours, and since Christmas last have traversed the roads from Dandenong to Koo-wee-rup, and to Warragul. In every instance the whistle blew before a train crossed.

I particularly admired the observance displayed by the crews of Sunday evening milk trains, for much motor traffic is then about.

In reference to milk-trains, the guards are very courteous, and when an unanticipated crowd had to be accommodated, the travellers were seated in the van after the passenger car filled. Boxes and seats were quickly placed at the disposal of such travellers.

I would like these railwaymen to know that at least one passenger is describing their attention to others.—Yours, etc.,

F. HENRY G. WRIGHT.

148 Hotham Street, East Melbourne.

APPRECIATION of good service comes in many ways, and, in a number of instances, the railwayman concerned is not known by the member of the public who receives the service. For instance, the following letter was recently received by the General Superintendent of Transportation:—  
"Do not forget Despatch Porter No. 11 on Numbers 4 and 5 Platforms at Flinders Street. I have received more courtesy and helpful attention from him, although a stranger to me, than we are wont to get."  
(Despatch Porter Number 11 is Porter H. R. W. Williams, at Flinders Street Station.)

#### A RHYME ON RAISIN BREAD.

Raisin bread is good for you,  
Just ask Mr. Clapp;  
Fills one full of vigour to  
Ready for a scrap.

Have it always on the table,  
Give it to your friends,  
Eat it every time you're able—  
It pays dividends.

Once the children get a taste  
Of this raisin bread,  
Not a single crust they waste,  
But ask for more instead.

—G.T., Bendigo.

Mr. A. C. Parker, recently retired Depot Foreman at Geelong, a brief account of whose career appeared in the August issue, writes to point out that he was the last foreman to have charge of the Bendigo and Port Melbourne engine sheds, not the first, as was incorrectly stated in our note.





*Some of the men who are repairing the track along which the Geelong Flier runs.*

On July 31 **Mr. W. J. McCormack**, Signal Adjuster, Geelong, commenced his final annual leave prior to retiring from the Department, and a number of the staff assembled in the Signal-Supervisor's Office to bid him farewell. Mr. McCormack was 36 years in the Department, 33 of which were spent in Geelong.

Mr. H. Sullivan presided, and spoke of the good qualities of Mr. McCormack, and was supported by many other members of the staff in his remarks. The chairman then presented Mr. McCormack, on behalf of his comrades, with a fine smokers' outfit and other suitable gifts, whilst a gold wristlet watch was also presented to him for Mrs. McCormack.



*Loco. men at North Melbourne will miss their old friend, Mr. E. Carroll, who has just retired after 41 years' service. He is a veteran of 1885.*

### Keep a Safe Distance Away

**T**HE danger of working too close when engaged in labouring gangs was emphasised the other day when one employe struck another with a pick, which he endeavoured to stick into a sleeper to withdraw it from the track.

The Seymour Golf Club's Open Tournament terminated on Saturday, August 7, when practically the whole of the 450 entries teed off.

From a railway staff point of view the tournament was particularly noticeable, owing to the outstanding success of Mr. A. J. Morris, the popular District Superintendent in the North-Eastern District, who, although only able to compete in two of the events, carried off the honors in both instances.

In the Men's Foursomes he paired with F. E. Oaten (president). Three pairs tied, and the play-off was won by Morris and Oaten. Paired with Mrs. W. Adams (ladies' captain), he also shared the honors with this player in the Mixed Foursomes.

Following on the winning of a Nine Holes Handicap the previous Saturday, the record is a very creditable one for a railway golf recruit of only a few years' standing and with limited opportunities for practice.

### Rules of Life

**H**ERE are the rules that a famous man set for himself to govern his daily life:—

1. Never put off till to-morrow what you can do to-day.
2. Never trouble another for what you can do yourself.
3. Never spend your money before you have it.
4. Never buy what you do not want, because it is cheap; it will be dear to you.
5. Pride costs us more than hunger, thirst and cold.
6. We never repent of having eaten too little.
7. Nothing is troublesome that we do willingly.
8. How much pain have the evils which have never happened cost us?
9. Take things always by the smooth handle.
10. When angry, count ten before you speak; if very angry, a hundred.

#### INSTITUTE ITEMS NOW APPEAR REGULARLY ON 3LO PROGRAMMES.

*Institute wireless enthusiasts should not miss listening-in to selections by their own societies and bands on those evenings 3LO broadcasts from the Concert Hall.*

*The General Secretary will be pleased to receive suggestions and criticism regarding the items from country members, and the "Magazine" will make a feature of publishing each month the dates on which Institute items are being broadcast.*

*The following entertainments will be provided by the Institute per medium of 3LO during September:—*

*September 4.—Opening of the Musical Elocutionary competitions. Speech by the President (Mr. J. S. Rees) and six items. At suitable intervals, variety will be provided from the 3LO studio by a section of the Institute Orchestra and specially selected soloists.*

*September 6.—The Victorian Railways Military Band will render selections from the studio.*

*September 20.—The brass band will render selections from the studio.*

# Victorian Railways Honor Roll

*As long as men shall live and build; as long as they shall strive for worth-while achievements, there shall be honour and glory in work well done.*

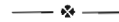
## Another 46 Years' Service at the Top This Month

<i>Name.</i>	<i>First Date.</i>	<i>Length of Service.</i>
A. Cook, Station Master, Wahgunyah	1880	46 years
T. Webb, Head Porter, Flinders Street	1882	44 years
H. A. Lyndon, Station Master, Korumburra	1883	43 years
A. S. Ash, Driver, Manor	1884	42 years
J. J. Jaques, Foreman, Newport	1884	42 years
F. M. Mathews, Signwriter, North Melbourne	1884	42 years
F. A. Jefree, Fitter-in-Charge, Bendigo	1884	42 years
E. Carroll, Driver, North Melbourne	1885	41 years
J. A. Anderson, Clerk, Head Office	1885	41 years
W. H. Head, Watchman, Flinders Street	1885	41 years
T. Wilson, Goods Guard, Ballarat	1885	41 years
W. Tolliday, Station Master, Warrnambool	1886	40 years
C. M. Ullithorne, Goods Guard, Korumburra	1886	40 years
C. Fiedler, Signalman, Melbourne Yard	1887	39 years
P. Cochrane, Driver, North Melbourne	1887	39 years
J. McKowen, Motorman, Jolimont	1887	39 years
J. N. Griffin, Signalman, Melbourne Yard	1887	39 years
W. Sharpe, Padder, North Melbourne	1887	39 years
J. O'Shaughnessy, Laborer, Melbourne Goods	1888	38 years
W. Carter, Checker, Melbourne Goods	1888	38 years
M. P. Joyce, Clerk, Spencer Street	1888	38 years
C. W. Thompson, Guard, Wodonga	1888	38 years
C. W. List, Porter, Flinders Street	1888	38 years
S. Adams, Goods Guard, Beechworth	1888	38 years
C. Reilly, Ganger, Orbost	1888	38 years
R. T. Bouchier, Signalman, Oakleigh	1888	38 years
G. Worthington, Signalman, Caulfield	1888	38 years
T. R. Woolsley, Signalman, Melbourne Yard	1888	38 years
W. C. Collins, Driver, North Melbourne	1888	38 years
T. Kinsella, Running Gear Repairer, North Melbourne	1888	38 years
H. King, Driver, North Melbourne	1888	38 years
A. G. Tasker, Assistant Station Master, Frankston	1888	38 years
E. W. Tanner, Grinder, Newport	1889	37 years
T. Costello, Station Master, Nar Nar Goon	1889	37 years
P. O'Loughlin, Watchman, Melbourne Goods	1889	37 years
D. M. Burns, Guard, Essendon	1889	37 years
E. J. Green, Assistant Station Master, Mentone	1889	37 years
R. Truswell, Station Master, Gordon	1889	37 years
W. McAvoy, Signalman, St. Kilda	1889	37 years
W. Leslie, Blacksmith, Newport	1890	36 years
D. Clohesy, Signalman, Melbourne Yard	1890	36 years
W. J. Collins, Signal Adjuster, Ballarat	1890	36 years
J. McDougall, Leading-hand, Newport	1890	36 years
C. A. Jonsson, Rope Splicer, Newport	1890	36 years
T. Harcombe, Skilled Laborer, North Melbourne	1900	26 years
C. A. Ridgewell, Ganger, Ballarat	1900	26 years
J. Kelly, Goods Checker, Geelong	1901	25 years
C. Gerber, Striker, Bendigo North	1903	23 years
F. Stewart, Crane Attendant, Newport	1911	15 years
A. Bates, Repairer, North Melbourne	1912	14 years
E. J. Robinson, Special Ganger, Oakleigh	1912	14 years



Miss Winifred Moverley, Instructress in Elocution and Dramatic Art at the Institute, whose very successful production of "The Man from Toronto" has focussed attention on the fine talent in the Institute Dramatic Society.

Mr. Charles Vickery, who has been transferred to Melbourne to take up electric train driving. He was one of the members of the first committee ever formed in Seymour, and was one of the first members of the V.R.I. Entertainers, which social branch was formed five years ago. He has been very popular with the troupe and the public. Charley was the recipient of numerous presents from various bodies before his departure from Seymour.



Sincere sympathy has been extended to Mr. J. O'Donnell, A.S.M., at Meredith, on the recent death of his wife.



Group of the Spotswood Station Staff.

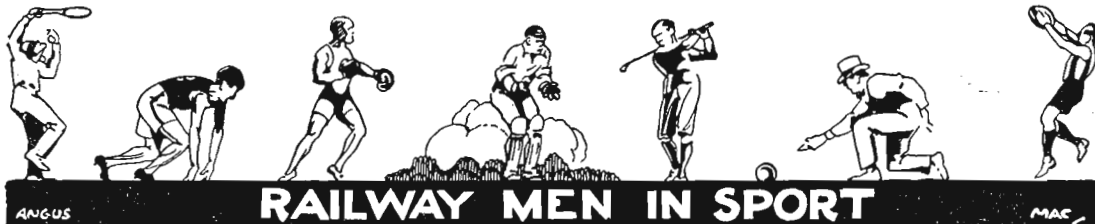


Personal portraits and photographs of general railway interest will always find a place in the Magazine. Send them along to the Editor, V.R. Institute.



Works Foreman W. H. Philpot (left) scrutinises one of the plans for the forthcoming big alteration scheme at Ararat. Standing is Leading-hand W. A. Seeley, and on the right Mr. J. T. Bourke.





**I** NTERSTATE boxing and wrestling competitions will be held in Melbourne some time in October, and try-outs were conducted at the Institute towards the end of last month to decide on the selection of Victoria's representatives.

The competing railway teams will be from Queensland, New South Wales, Victoria and South Australia this year.

### A Fine Athletic Record

**T**HE standard of instruction received in the Institute gymnasium classes and the proficiency which can be attained there by any promising lad is strikingly exemplified by the following splendid record of Mr. Alf. Gresham, now at Benalla:—

From 1917 to 1920 he was undefeated feather-weight champion of the Victorian Railways. He won the Dudley Street Shed competition in 1917, the Institute mid-season competitions in 1917, 1918 and 1919, the Interstate Railways championship in 1917, 1919 and 1920, and the General Secretary's prize for best boxer in 1919. In addition, he was runner-up in the Interstate competition of 1918 in Queensland, and in the V.A.A.A. championship at the Athenæum next year.

His record for that period, therefore, is 23 wins and only two defeats.

### Draughts

**T**HE Victorian Railways draughts players recently entered a team in the Victorian Association. Their record to date in the three matches they have played is as under:—

Played May 29, 1926.			
Railways.		Hawthorn.	
Wins	Draws	Wins	Draws
2	—	Higgins, J. . . . .	—
—	1	Windsor, R. . . . .	1
—	2	Dawson, F. . . . .	—
4	—	Crocker, A. . . . .	1
2	—	Andrew, J. . . . .	—
2	—	Peck, G. L. . . . .	—
1	1	Law, W. . . . .	—
1	—	Terkelson, T. J. . . . .	1
1	—	Porter, H. . . . .	1
10	4		4

Played July 10, 1926.			
Railways.		Melbourne.	
Wins	Draws	Wins	Draws
—	2	Egan, H. . . . .	—
—	—	Houston, W. . . . .	2
—	—	Trevaskis, G. W. . . . .	2
—	2	O'Brien, A. . . . .	—
1	1	Wilkins, S. . . . .	—
1	1	Hosken, J. . . . .	—
2	—	Colman, A. . . . .	—
—	2	Watson, A. E. . . . .	—
—	1	Lashford, J. . . . .	1
—	—	Brown, W. . . . .	2
1	1	Payten, T. . . . .	—
5	10		7

Played August 2, 1926.			
Railways.		Footscray.	
Wins	Draws	Wins	Draws
1	1	Armstrong, J. . . . .	—
—	1	Watson, A. . . . .	1
1	—	Roberts, C. D. . . . .	1
1	—	Lauder, G. F. . . . .	1
2	—	Storey, A. . . . .	—
1	—	Beech, J. . . . .	1
—	1	Berry, J. . . . .	1
1	1	Watson, A. W. . . . .	—
—	1	Oakley, J. H. . . . .	1
—	—	Burns, P. B. . . . .	2
7	5		8

**A** SPECIAL class of instruction in boxing has recently been started at the Institute. It is intended solely for beginners, and all learners will receive personal tuition from the Institute instructor, Larry Copeland, one of the most capable teachers of the noble art out here.

The class is conducted on Monday and Wednesday evenings at 5 p.m. in the Institute gymnasium, and intending beginners should get in touch with the instructor, who can be seen at the Institute any day during the week.



*J. F. Way, a member of the Victorian Railways Football Team which played the New South Wales and South Australian Football Teams.*

### Answers to Correspondents

**G.W.G., Ouyen**—Many thanks for negatives; rather late this month; may use next. **B.H., Pura Pura**—Clever parody, but hardly suitable for railway magazine. **I. C. Mills**—An officer of the department is going fully into your query re track locking. **J.S.M.**—Full account of draughts results shown this month; article possibly next.

Some people grow old gracefully; others attempt the new dances.



**MELBOURNE YARD FOOTBALL TEAM**—Back Row (left to right): G. Riddle (Committee), N. Anderson, T. Bennett (Treasurer), R. Keating, L. Wilkins, G. Garlick, A. Nillyer (Committee) Middle Row (left to right): W. Darvall (Hon. Secretary), W. Cooper (Committee), C. O'Laughlin (Head Trainer), R. McWhirter, T. Carroll, N. White, W. Chamberlain, P. Ryan, L. Williams, F. Wells, J. Nicholson (Boundary Umpire), J. Cummings (President), L. Ogilvie (Timekeeper). Front Row (sitting, left to right): W. Eaton, V. Topp, W. Hull (Vice-Captain), W. Gunn (Captain), J. Watts, A. Patterson, A. Nicholson.

**V.R. Football Association**

UP to August 11, the following was the position of the teams playing in the Victorian Railways Football Association for the Commissioners' Cup:—

	Won.	Lost.	Draw	Points.
Melbourne Yard ..	14	1	0	56
Jolimont Yard ..	12	2	1	50
Heidelberg ..	10	4	1	42
Box Hill ..	10	5	0	40
Flinders Street ..	9	6	0	36
Sandringham ..	8	7	0	32

St. Kilda ..	5	10	0	20
Essendon ..	4	11	0	16
Williamstown ..	2	13	0	8

The Semi-Finals are on Wednesdays, September 8 and 15, and Final on September 22nd. Matches will be played in an enclosed ground, and a charge made for admission. They may be played at the Motor-drome, but full particulars will be published in daily papers.

All teams in the Four have a number of senior players in their teams, and some fine football will be seen in the Finals.



**Ballarat North Workshops Cricket Club**—Back Row: W. J. Morgan, C. Preeble, J. Armstrong (Vice-President), F. Dixon. Middle Row: R. Tolliday, H. Perks, D. McGregor (President), D. Nolan, F. Galvin. Front Row: S. Williams, C. Thompson, W. L. Hughes (Vice-Capt.), A. McKay (Capt.), T. J. Llewellyn, H. Harris.



*Ladies of the Redcliffs Women's Club and promoters of the district baby health centre were delighted when members of the Reso. party contributed £42 towards the organisation on the occasion of the visit of the Reso. train to that centre last month.*

### *12th Reso Tour (Continued from page 6)*

inspecting two fine properties near Cope Cope. Nevertheless, the party welcomed the opportunity to inspect the farm of Messrs. Telford Brothers, where farming is carried out on the systematic lines of a business. The whole property was an object lesson to railway employes, everything being in its place and in spick and span condition. The farmer members of the party were particularly impressed by this inspection, and heartily thanked Messrs. Telford for the opportunity of seeing the property and for the instructive way in which the party was conducted around the various activities.

There was another "get together" function in the evening, when St. Arnaud fully upheld its reputation as one of the most hospitable centres in the northern area.

#### **A Morning at Daylesford**

After such a week of instruction in both primary and secondary industry, it was fitting that the final phase of the tour should include such a delightful tourist resort as Daylesford, although Daylesford had also something to show the visitors in the way of secondary industries. It was quite different from anything else seen on the tour, namely, the Woollen Mills, where the employes had been brought back so that the party might see the mills in operation.

Facts and figures were given the visitors during the tour of the mills to demonstrate that the quality of the material turned out is equal to that manufactured in any other part of the world. Daylesford has reason to be proud of this activity, and the Reso party wished the promoters of this enterprise every success.

Several members of the party expressed their intention to return to Daylesford for their holidays.

Each member of the party declared that the tour of the Mallee had been an eye-opener to him. Fully 95 per cent. of the party had never visited the Mallee before. They were amazed at the growth and development, and expressed admiration for the work being done by the Government Departments in opening up this great area, now recognised as the granary of Victoria.

Of the wonderful hospitality of the people met at every centre the visitors had nothing

but the highest praise, and there is not the slightest doubt that this tour did an enormous amount of good in fostering a better understanding between residents of all parts of the State. Many invitations were extended by members of the party to their hosts in the various centres to visit them in their own districts.

There were many other direct results of the tour. Ideas were exchanged between agriculturists, gentlemen interested in municipal affairs discussed problems peculiar to all, and leaders in secondary industry were enabled to obtain ideas for the improvement of their product and output.

Members of the Reso party were most appreciative of the services rendered by the Reso train staff, and more than one world traveller expressed the opinion that the train and its appointments were equal to any of a similar nature in the world.

On the final run from Daylesford to Melbourne, the party assembled in the Observation Car, and expressed its appreciation to the whole train staff, Messrs. C. H. Holmes, Officer in Charge of the Tour; Mr. H. R. Gollan, Outside Organising Officer; and Mr. L. McClelland, Manager of the Dining Car Services, being specially called into the car to receive the thanks of the party.

#### **The Party's Appreciation**

A pleasing note was the summons sent by the party for the appearance of Mr. E. Burnell, the Driver in charge of the train during the tour. (Mr. Burnell had been relieved at Daylesford). It was pleasing to note the party's thanks to the engine crew, Resonians expressing the view that the men on the footplate are rarely heard of and sometimes forgotten by the average traveller, though their work is all-important.

The party unanimously agreed to forward the following letter and resolution, which was later received by the Commissioners:—

"That we, the fortunate members of the 12th Reso Tour, express to Mr. H. W. Clapp and fellow-Commissioners of the Victorian Railways our grateful appreciation for their grand conception and enterprise in establishing the Reso Train, which, we feel, is a national benefit to our State. We particularly desire to express our warmest thanks for the remarkable manner in which this train has been organised and carried through by the officers of their Department. Our every wish has been anticipated and our highest expectations fulfilled."



## Sowing and Planting for September

**Artichoke, Globe (seed); Asparagus (seed); French Bean, Butter or Waxpod Bean; Beet, Red, Beet, Silver; Broccoli (Brunning's "All-head," Succession); Caper of Commerce; Cape Gooseberry; Carrot; Celery; Chinese Cabbage; Corn (Sweet or Table); Cress; Cucumber; Egg Plant; Endive; Horse Radish (roots); Kohl Rabi; Leek and Lettuce (Iceberg, New York, Neapolitan); Marjorane (plants); Mint (plants); Melon, Preserving, Rock and Water; Mushroom Spawn; Mustard; Okra or Gombo; Parsley; Peas (Yorkshire Hero, Stratagem); Pumpkin; Rhubarb (seed); Sage (plants); Sea Kale (seed and plants); Squash; Thyme (seed and plants); Turnip; Vegetable Marrow.**

THOSE who have followed the advice given in these columns should have a good deal to show for their labour, and with the arrival of spring a lot more interesting work may be undertaken. All land that is not already fit to be utilised should be made ready as quickly as possible, for the reception of flowering plants or the more necessary side of gardening, that of vegetables for household use.

## Flower Garden

**Roses** will require a great deal of attention this month, for at this season Aphides make their appearance in large numbers. These should be kept down by spraying frequently with Benzole Emulsion. Thin out superfluous and useless branches, cut back rank or struggling shoots, and remove suckers that make appearance from roots of budded kinds.

**Chrysanthemums.**—The planting of Japanese Chinese and other varieties of Chrysanthemums must not be overlooked this month.

**Liliums and Gladioli** bulbs may yet be planted for Spring and Summer flowering, the former requiring cool, sheltered positions so that the blossoms are not scorched by the hot rays of the sun.

**Perennial Phlox and Pentstemons** should be divided and transplanted. Sowings of all hardy and half hardy annuals should be made, chief amongst these being **Asters, Zinnias, Phlox Drummondii, Marigold, Cosmos.**

**Pansies** will require to be well watered during dry weather, and those that are in very exposed positions should be moved to more sheltered situations and their places filled with other hardy things, such as **Dianthus or Sweet Williams.** Plant out **Delphiniums, Pinks, Carnations, Lobelia, Petunias, Gailardia, Campanulas, Antirrhinums,** etc., also **Azaleas, Rhododendrons, Camellias and Ericas** if shrubs are needed.

**Lawns.**—All weeds should be removed from Buffalo and English grass lawns, and after cutting and trimming should be top-dressed with a good, light soil and bone fertiliser. New Buffalo lawns may be put in now.

**Garden Paths.**—Now is the time to remove all weeds from gravel paths; fine weather should be taken advantage of. For this operation the use of Globe Weed killer is effective.

## Vegetable Garden

As the vegetable supply is not abundant, and high prices ruling, all uncultivated ground should be utilised for the production of household crops.

**Tomato.**—It is now safe to plant Tomato plants. The best position for these is against a fence, or

where they can obtain substantial support, for if left to trail on the ground the greater part of the fruit is damaged. Abundance of room and a deep rich soil is all that is needed for this prolific vegetable.

**Pumpkins, Vegetable Marrows, Etc.**—Plants of these should be hardened off in the shelter houses ready to be transplanted this month. **Cultivation.**—Select a rich piece of land, and, without any additional dressing, sow seeds (or plants) 5ft. apart; and at the same time a few grains of maize should be sown either in drills or broadcast, which will both shade and increase the crop, as well as keep the fruit cool when ready for cutting. Seeds of these may be sown out in the open this month.

**French or Kidney Beans.**—This variety of bean requires a warm, well-drained soil; cold soils do not suit this vegetable. Kidney Beans pay for generous culture, so that the soil should be well dug before hand. For early crops the best position is the north, but in all cases full exposure to the sun is necessary. **Manures.**—In very light, sandy soils a liberal dressing of well-decayed stable manure forked in before sowing is essential if good results are desired.

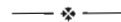
Where the soil is of a heavy nature fork in plenty of vegetable refuse, stable manure or road grit, or anything that will lighten and enrich the soil. The use of artificial manure is beneficial to this crop, and the best to use is superphosphate or nitrate of soda.

**How to Sow.**—If good seed is obtained it should be sown 6 or 8in. apart. In dry weather it is advisable to cover the seeds with a mixture of decayed refuse or manure to preserve the moisture. In the dwarf varieties the best are "Canadian Wonder" and "Magnum Bonum," and Climbing "Epicure" or "Empire."

## Fruit Garden

The planting of Oranges, Lemons and other members of this family should be finished as soon as possible. Newly-planted trees should be well watered until they are established. The pruning of citrus should be proceeded with as quickly as possible. If trees are affected with scale the trunks and main branches should be sprayed with "Red Oil."

Strawberry beds should be looked over and runners and weeds removed, as they must be kept clean so as to ensure a good crop.



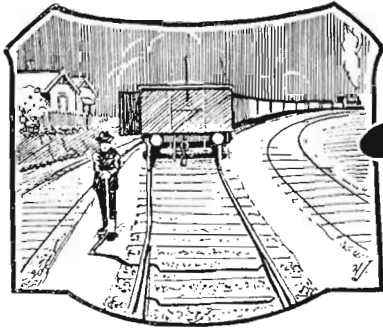
## Ballarat Band Competitions

IN October one of the biggest events in the annals of the Commonwealth will take place at Ballarat—the great Band Contest. The Executive are offering £1000 in cash, gold and silver medals, and five silver cups.

The Victorian Band Association, whose headquarters are at Ballarat, govern the whole of the bands in Victoria, and affiliated with the Association are about 60 bands.

Each one of these has a representative, and a goodly number are Railway employees. For instance, the immediate past president is Mr. G. Eaton, of the North Workshops, who is also chairman of the Contest Committee. Then there are Mr. T. A. Sheldon (Signalman), Mr. Brady (Boilermaker), Mr. J. Hammil (Blacksmith), Mr. D. James (Carpenter), Mr. W. Troup (Fitter), Mr. J. Armstrong (Foreman), Mr. R. Hill (Boilermaker), Mr. C. Hewitt (Fireman), Mr. A. Scarlett, and others too numerous to particularise.

The Committee intends applying for special trains to run in connection with the Competitions, which will last for a week—October 19 to 24 inclusive.



# Safety First

Notes  
for SEPTEMBER

Keep a Sharp Look-out for Open Truck or Carriage  
Doors when Trains are Approaching

## Victorian Railways Safety Council Established

ON June 24 a very important step was taken by the Victorian Railways Department when a Safety Council was formed. The Safety Council consists of the following members:—Mr. C. H. Holmes, Chairman Betterment and Publicity Board (chairman); Mr. G. A. Curtis, Engineering Member, Betterment and Publicity Board; Mr. E. W. Arthur, Manager, Newport Workshops; Mr. T. R. L. Sexton, Goods Superintendent; Mr. S. H. Evans, Manager, Signal Shops, Newport; Mr. A. W. F. Smith, Superintendent of Melbourne Yard; Mr. T. R. Leslie, Manager, Arden Street Workshops; Mr. A. S. Deacon, Assistant Manager, Jolimont Workshops; Mr. H. W. Forster, Engineer, Electrical Engineering Branch; and Mr. H. S. Sergeant, Travelling Storekeeper, Stores Branch. Mr. W. A. Enderby, of the Betterment and Publicity Board, is Secretary to the Council.

In opening the first conference, the Chairman of the Safety Council mentioned that the Commissioners were impressed with the desirability, in the interests of both the staff and the administration, of more definite action being taken to reduce the large number of accidents, which last year totalled 2517, or an average of eight accidents a day.

Quite apart from the psychological effect of accidents—which result in work being slowed down, and, in some cases, disorganised—and the hardship they entail on the staff and their families, it was pointed out that the Department is involved in the very high expenditure of over £25,000 a year in accident pay and compensation.

As it was evident that accidents were due to something wrong with either men, methods or materials, the Council would appreciate that there was a vast field of scope for its efforts.

Among other things, it was decided that General Committees and Sub-Committees should be organised at the various Workshops and Depots.

- (a) A General Committee will consist of:  
The Workshops Manager or Assistant,  
An Engineer,  
The Chief Clerk,  
A Foreman (to be changed periodically,  
if desired).

The duties of this Committee will be to—  
Review all accidents which occur, with a view to adopting a remedy where practicable.

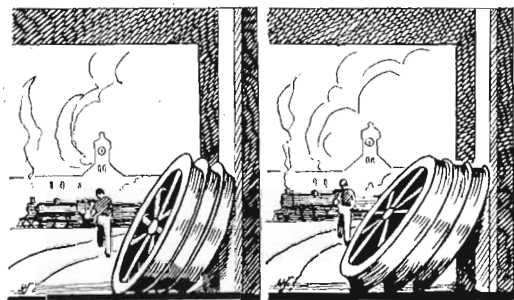
Maintain close contact with sub-committees and investigate any ideas submitted thereby, and also encourage the cultivation of safety amongst the staff.

- (b) A sub-committee will comprise:—  
Three representatives of the men, with a Foreman as chairman, if desired.  
A First-Aid representative to be included, if practicable.  
(The number of sub-committees to be appointed to be governed by the extent of operations.)

and their duties will be to seek, receive, and discuss safety ideas and submit reports thereon to the General Committee.

Arrangements are well in hand for the establishment of these committees, and the Commissioners are confident that this organisation will succeed in inculcating into the minds of the staff the need for constant care, which is the surest way of reducing accidents.

### A Right Way and a Wrong Way



A pair of tyreless wheels were rolled along a track in one of our workshops. They ran off the rails and one end of the axle struck a post against which several tyres were leaning. The jar caused the tyres to fall, pinning a workman to the ground by the legs.

The tyres were stacked against the post in the manner shown in the right-hand sketch, but had they been placed as illustrated in the left-hand sketch the accident referred to above would not have occurred.



# Our Relationship With Railway Users

Many of the older employes in the service of the Department will recollect that, prior to about six years ago, our positions commanded little respect from persons outside the service. This was due to the fact that there was a lack of co-operation among railwaymen themselves, and also between railway users and railwaymen.

By C. Dunstan, Clerk-in-Charge, Ballarat Goods.

**T**HERE is no doubt that had we entered fully into the spirit of co-operation many years ago, it would have been of great mutual benefit both to our clients and ourselves.

I feel that I am not transgressing in stating that the average railwayman of a few years ago exhibited little pride in his occupation; but, happy to relate, that state of affairs is now almost non-existent. There is, of course, the isolated case of the man who is not proud of his Service, but in what big industry (and ours is the biggest industry in the State) does this not apply?

In order to develop our relationship with the public we have of late years endeavored to stimulate their interest in our business, and we in turn have endeavored to learn to know theirs. Such relationship can have but one effect.

For example, in our goods business at Ballarat we have found it possible by this means to remove anomalies, dispel misunderstandings and create an atmosphere of trust.

What has been the result? Our customers in return have responded in a wonderful manner. To-day a very fine spirit prevails, and, generally speaking, the railway staff is held in esteem by the public.

## Firms Were Interviewed

About three years ago, in the course of my duty, practically the whole of the business firms in Ballarat were interviewed in regard to departmental transactions. They were also invited to make suggestions which would be of mutual benefit.

I must confess, however, that although the reception generally was cordial, yet complaints of various kinds were numerous. Damage and delays to goods were the main topics, and the Claims Department suffered severe criticism from many of our clients, who threatened to give their business to the road motors.

During the past few weeks a similar series of visits have been paid to our clients. This time, however, it is very noticeable that there is a decided change for the better. Confidence prevails.

The Claims Department was rarely mentioned adversely on this occasion. On the other hand, many spoke in terms of praise of the prompt settlement of claims.

Our customers realise we are doing our best to give satisfaction.

Prompt despatch and delivery of goods are essential. Careful and correct stowing of goods into trucks are also very important.

Trucks containing goods which are liable to damage should be securely covered.

The important matter regarding the safe carriage of goods is daily discussed with the staff concerned, and keen supervision exer-

cised over the whole of the work.

Ballarat has now been established as a depot for the making of packs, and in addition we supply packs to many out stations. We always have a plentiful supply on hand to meet local demands. Over 3500 of these packs have already been made. They are utilised for the purpose of protecting furniture and other fragile goods during transit, and have been the means of goods arriving at the destination stations in perfect order.

During my recent visit to furniture warehouses, it was indeed a pleasure to hear the expressions of goodwill in regard to the safe transit of large quantities of furniture which have been despatched.

It was also my duty to endeavor to regain the lost traffic which had been secured by the road motors.

As a result of personal interviews, there is no doubt that the Department will benefit, and appreciation of these visits has been expressed by the public.

In conclusion, although of not the least importance, may I say that the railwaymen have further strengthened the cordial spirit of friendship by the place they have taken in the social and sporting life of the community?

We have gone far in the right direction, but it is our duty and also our privilege not merely to retain our present prestige but to extend it.



Thirty-six years old, this photograph was taken at Panmure Station, 15 miles from Warrnambool, shortly after the line was opened, on February 3, 1890. Reading from left to right, the figures are, P. Foley, Ganger; J. J. Maher, Station Master (now at Oakleigh); and J. Murnane, Mail Contractor.



## A Simple Little Essay for This Month

**D**EAR Nephews and Nieces.—This month I am going to set you a simple little essay. I want you all to send entries, and I want you to send them along so that they will reach me by the 10th of the month.

The subject will be "My Favorite Book—and Why." You need only write 50 words, just setting down the name of the book and the reason why you like it better than any other one.

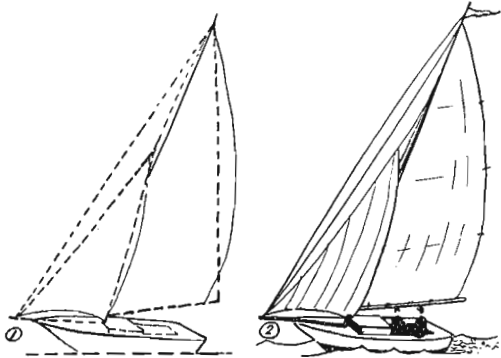
I will publish the best essay on this page next month, with the name and address of the successful writer, and I hope every niece and nephew will make an attempt to be the winner.

I was very pleased to receive several chatty little letters this month. Last month I thought most of you must have forgotten me.

Don't forget to write every month and tell me all the news, and, whatever happens, don't forget to send along that little essay.

Good-by till October,

UNCLE BEN.



**U**NCLE BEN is very surprised and very pleased to find what good artists many of his nephews and nieces are. He has received quite a number of sketches of the different objects that have appeared on this page, and they have all been very good indeed. He hopes to receive a lot more every month.

He wants all his little readers to sit down and try to sketch the picture of the yacht which is shown this month. First of all, outline the boat as it appears in Fig. 1, and then there will be no trouble in working in the detail and making the finished picture shown in Fig. 2.

One of Uncle Ben's letters this month came all the way from Chicago, in America. It was sent by Keith Nelson, aged 11. Keith is the son of Mr. G. E. Nelson, a railwayman from Victoria who has gone to America to see how the railways are run in that big country.

Keith sent a very good drawing of the engine which was published on the Children's Page some time ago. He also sent along some sketches showing the way the American engines are fitted with electric headlights.

**Rosie Allen, Bald Hills:** Of course you can become one of my nieces, Rosie. Tell Joyce that as soon as she is able to write I'll want to hear from her too. I wish I could see your pet lamb, and I am very interested to hear about Nip and Betty. I expect you will be glad to go by train to school instead of walking.

**Jack Lewis, Bowman:** The sketch is quite good, and you were one of the very few who gave the correct name of the poet who wrote last month's verse. See how you get on with the yacht, and don't forget to send in an essay.

**Estelle Dacy, Birchip:** Your school was lucky to win both the basketball and the football matches. I'm not surprised that you were proud of yourselves. Your solution of the poem is correct and your sketch of the fish is very neat. Considering that there was "a terrible noise going on" while you were writing, your letter is well written.

**Grace Cogger, Seymour:** You have quoted the poem correctly, Grace, but the poet's name is Gray. Write again, won't you?

**Frank Godfrey, Lilydale:** A neat drawing. Frank, I'll be looking out for an essay from you, too.

**Leonard Priest, Eaglehawk:** I have two letters of yours to answer this month, Len. Many thanks for your good wishes. Both sketches are well done. Your father is quite right in telling you that if you learn your lessons, the Institute will be able to help you when you become a railwayman. Try to persuade George to write me a little letter, and settle down as soon as you read this to select your favorite book and to write the reason you like it best.

**Tillie Norton, Benalla:** I think you'll find this month's sketch easy. Perhaps we'll have some more hidden station names by and by.

**Lillian Julier, North Williamstown:** You are very young to be in the fifth grade and third in the class, and I am very glad to have you for a niece. Let me have a sketch of this month's drawing, won't you? Thank you for your good wishes.

**Lionel Cowley, Balmoral:** Yours is the first letter I've received so far. Lionel, that contained three drawings from one family. Your sketch and Grace's sketch are both well done, but you'll have to be very careful or little Kathleen will be beating you when she grows up. Be sure and write again, won't you? I was very interested to read about the Balmoral Show and the saw mills.

**Keith Nelson, Chicago:** Your sketches are very neat, Keith, and I showed the Editor of the "Magazine" your plans of the electric headlights on American locomotives. I hope you are having an enjoyable time in America. You are a lucky boy to have a father who was selected by the Commissioners to go abroad, aren't you?

### ASK YOUR FRIENDS THESE FISH RIDDLES.

What fish do birds like at night?—A perch.  
Why do barbers dislike oysters?—Because they grow beards.

My first, my second, my whole are all fish.—A cod-ling.

If the sea dried up, what would the fish say?—We haven't a notion (an ocean).

Behold me, and I am strong and hearty.—A w-hale.

First Student: "Great Scott! I've forgotten who wrote 'Ivanhoe.'"

His Pal: "I'll tell you if you tell me who the Dickens wrote 'The Tale of Two Cities.'"

*Railway Signalling in America—(Continued from page 18)*

only is provided, and there is no safeguard against dispatcher's or operator's error.

**Single Line Automatic Signalling.**

As already indicated, trains are run on the dispatcher system. Passing sidings of sufficient length for the longest trains are provided at intervals to suit the traffic requirements, and two systems are in use—the absolute permissive block and the overlap system.

The overlap system is the older, and is suitable for two position signals. It is in use on the Southern Pacific Lines with their two position lower quadrant signals. Under this system any signal shows "proceed" while the line is clear for the distance of the overlap beyond the next signal. The intermediate signals are staggered for the overlap distance, but unless the distance between the sidings is very short the entering signals at each end of the section are normally clear, and there is no check on the dispatcher, although the trains would be kept apart by the distance between the opposing signals if two trains were allowed to enter from opposite ends of the section. Another disadvantage of this system is that trains cannot follow as quickly as under the A.P.B. system.

With the A.P.B. system, which is a later development, the signals governing the entrance to a section are absolute stop signals, and they are set to the "stop" position as soon as a train enters from the opposite end of the section. There are no overlaps for following trains, as these are not required for following movements when proper advance information can be given, i.e., by the caution indication of the signal in the rear.

The advantages of this system are that there is a check against the dispatcher sending two opposing trains against each other and trains may follow each other at shorter intervals, as there are no overlaps.

On single lines the points leading to sidings are hand operated by means of switch stands. The signal circuit is taken through detectors, so that, if the points are open, the signal is at "danger," but the switch stands are secured only by a common padlock, and if the switch stand were not locked the points might open by vibration during the passage of a train. However, these switch stands are used throughout America on facing points for high-speed trains, and this method of locking evidently gives satisfaction. Where derrails are used, they are operated by a separate switch stand.

The system of efficiency tests may have something to do with this satisfactory operation. Every month a series of surprise visits is made, and all infringements of rules are dealt with. The signal supervisor and trainmaster, for instance, may place an automatic signal to the "stop" or "caution" position, or extinguish the light. Again, they may alter the indication of a switch stand, and having ar-

ranged the test, they conceal themselves and note the action taken. Each division makes a large number of tests, and the result is usually more than 99 per cent. efficiency; that is, the employes fail in less than 1 out of every 100 tests.

It is only by strict obedience to regulations that the trains in America are run as safely as is the case. The absence of interlocking machines, especially in the West, is very noticeable. Quite large terminals have no interlocking. The general practice where automatic signals are installed is to track circuit the main line only, and to detect electrically all facing and fouling switches. Employes called switch tenders are engaged, part of whose duty it is to inspect and secure all switch stands before the arrival of all first class trains.

The effect of automatic signalling on train operation is that it allows trains to follow safely at shorter intervals. In non-signalled sections trains have to be kept 10 minutes apart, but with automatic signals a train may follow another as soon as the signal shows caution. This is the only traffic facility gained by the installation of automatic signals, but there is a check on the dispatcher, which would form a valuable safeguard in the event of a mistake that might lead to a head-on collision.

**Double Line Signalling.**

Our double line automatic signalling is very similar to the American, which is to be expected seeing that our system was copied from theirs. Signals are placed either on the right of the track or above the tracks or signal bridges. In some older installations where there may be a side track between the main line and this condition is shown by a dummy mast carrying a blue light at night.

Reverse traffic signalling is a particular feature of multiple track operation. In the Eastern States busy multiple tracks are frequently signalled for both way traffic on certain sections. With four tracks two are signalled for both way traffic, and with three tracks one is signalled in this manner.

The reverse signalling is brought into operation by the Signalmen at each end of the section under the dispatcher's directions, pulling over levers which lock opposing signals. These levers are locked in both positions by any vehicle on the track, and when protected in this manner the reverse traffic is operated as safely as if it were in the normal direction. Reverse traffic movements are, however, conducted on some of the railroads under dispatcher's directions without signal protection, and this practice calls for extreme care to avoid accidents.

Operations on multiple lines and reverse movements are frequently conducted by signal indications, which are displayed by the signaller at interlockings; train orders are not used,

but the signalman acts under the orders of the despatches. The sections on which the signal indication system is in use are usually shown in the working time-tables, and signal indication operation is coming more and more into favour as being more expeditious than the train orders.

As to the type of signals in use, the light signal has come into prominence during the last few years, and installations of colour light signals were in progress on most of the roads visited. The Southern Pacific and other companies which have a large proportion of their lines already equipped with semaphore signals, are, however, retaining semaphores as standard, and use light signals only on special sections.

The position light signal, in which each indication is given by three white lights placed horizontally, at 45 degrees, or vertically, is the standard for the Pennsylvania railroad.

The indications of this signal cannot, however, be distinguished nearly as far away as those of the colour lights, the three lights appear to coalesce at a distance, and one cannot be sure whether they are vertical or horizontal.

#### Interlocking Machines.

Interlocking machines are electric or electro-pneumatic. As a rule, all the largest terminals have electro pneumatic installations, but there are numbers of large all electric machines, and the Boston and Albany are installing an 185 lever machine. The mechanical machines installed recently are nearly all small machines for operating grade crossings or drawbridges, for which they are specially suitable.

The modern interlockings naturally have the latest devices, route and approach, locking point direction, slow releases; but some of the older installations are not at all well equipped. In some cases with electrically-operated points the signal control circuits are taken through the machine levers only, but the points themselves are not detected, and although the yard is track circuited neither approach nor route locking is installed. Of course, all progressive railways have some out-of-date installations, but it was rather surprising to find electric machines so far behind the times.

The St. Louis Terminal Association claims to have the largest interlocking machine in America. This association operates all the trains within certain limits of the city, averaging a distance of about 11 miles.

There are 32 platform tracks at this station, and they deal with about 275 passenger trains a day.

The signal tower has a 245 lever machine electro-pneumatic, which operates 605 units. There are 232 signal arms, 89 single compounds, 47 double compounds, and 89 movable point frogs.

#### Signal Maintenance.

Throughout America the maintenance of signals is carried out by the Signal Maintainer, who, in the majority of cases, works alone. His job is to keep all signalling apparatus on his section in good order. The maintainers at large centres work shifts, but where one man is in charge of a country section, he works eight hours a day, excepting Sundays, when he is on call unless he arranges otherwise with the Signal Supervisor.

The maintainers take a great pride in their work, and they usually have sections of about 15 to 25 miles of single track, the length varying, of course, with the amount of apparatus to be maintained. A usual practice is for the whole section to be traversed every two days. The rate of pay is equal to 3/- per hour, and this is not excessive when compared with that of the repairer or section man, usually Mexican, negro, or some low-grade laborer, who receives about 2/- per hour.

A very good record was put up by Maintainer F. Tiffany, of Merced, California. He had not had a failure for 18 months until the day before we were there, when, unfortunately, he took a day off, and a track wire broke.

This section, which was maintained without a helper, had the following:—Miles single track, 20½; wig-wags, 5; one-arm signals, 33; storage cells, 104; two-arm signals, 8; soda cells, 276; switch indicators, 8; insulated joints, 250; switch boxes, 54; interlocking machine, 1-15 levers; switch lamps, 11.

When we take into account that the insulated joints are maintained without the aid of the trackman, this is a meritorious performance.

#### Signal Failures.

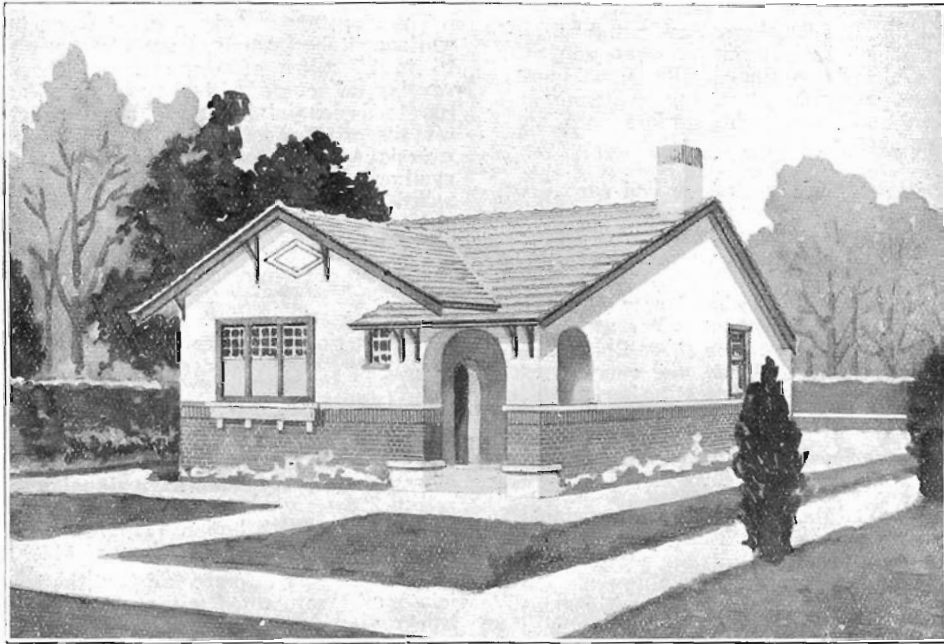
This is a very important question, more especially with regard to the number of dangerous or false clear failures. It is difficult, however, to obtain useful information for comparison. Most of the railroads keep records in relation to the number of signals, whilst what is regarded as a signal failure on one road may not be so regarded on another. In some cases only failures causing delay to trains are recorded, in others only those which cause late arrivals at the terminal, which may be hundreds of miles away; again, some roads include all failures reported by engine men, and a minority count all failures, including those discovered by the maintainer and rectified before the passage of a train.

As far as could be ascertained, the American ordinary failure record is rather better than ours, but our false clear failure compares favourably.

The severe winter conditions which are met on nearly the whole of the American railroads have to be borne in mind when comparing signal performances. With the temperature 20 degrees below zero, difficulties of which most of us have no conception have to be overcome, and the majority of the false clear indications are due to freezing of apparatus, a species of failure from which we are practically free.

*Home Building Feature*

# How to Purchase a Home Site



*Estimates secured from a reliable source indicate that this modern and quaintly designed small brick house could be built for £650. Its price in timber would be something like £550.*

**T**HE prospective home builder should be careful in selecting land to see that it is in a position where the advantages of sewer, water, electric light, gas, and other conveniences occur.

It is better to buy land in a locality where some settlement has taken place, because of the principal advantage, that of finance. It very often happens that the land is purchased because of its cheapness—this is a mistake, as the purchaser is confronted with the difficulty of arranging the finance to build. Most investors and institutions with money for building purposes will not advance the necessary capital if the land is situated in an isolated position.

The principal points to be taken care of before buying the land, and the method to be adopted, are as follow:—

1. Obtain an option of purchase for thirty days.

2. Approach the people who are financing and building the home, and instruct them to prepare a plan and specification for the purpose of—(a) Arranging the necessary finance,

and (b) planning the home to suit the local building regulations.

3. Upon the above being satisfactory, have Contract of Sale drawn up, and the Title searched by the solicitor. This should be done before 14 days have elapsed from the signing of the Contract, and is a very necessary precaution, but must be availed of within the time stated, as, after this period, no objections can be taken to any easements or matters affecting the title.

If the land is some distance removed from the nearest cross street, it is also advisable to have the block surveyed and pegged in order to identify it with the land described in Certificate of Title. Keep the copy of the surveyor's certificate, as this will be required at later dates, particularly on the occasion of—(a) Builders requiring same, (b) people financing requiring same, and (c) at a later date, in the event of the owner selling.

Careful observance of these points will save a good deal of worry, trouble and probably expense.

# Send TO-DAY for the 1926 - FREE - 1926 BUILDING BOOK of NATIONAL HOMES



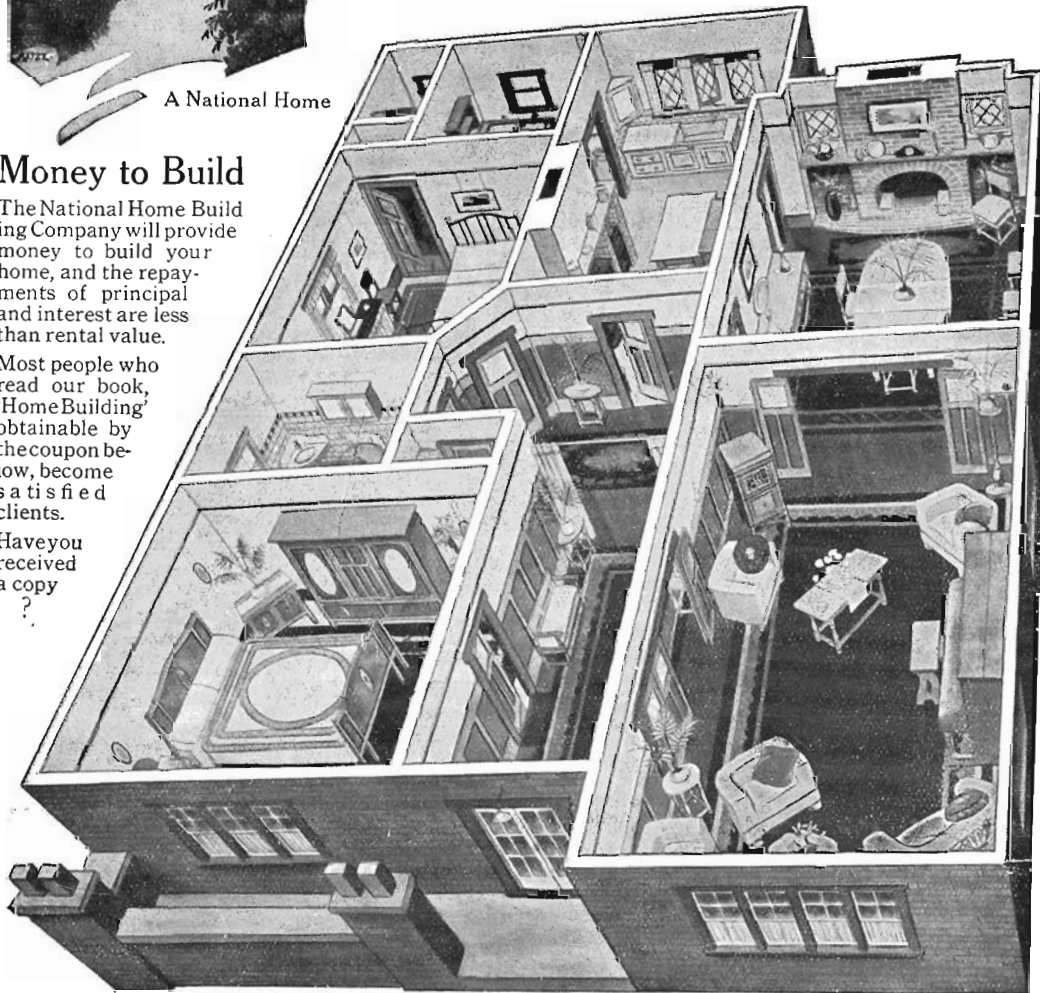
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## Story Told in Telegraphic Code Words

Mr. R. C. Romey, Lad Porter, of Ballarat East, has written the following story, using the V.R. telegraphic code words as the medium of inspiration:—

**R**OSY Araby, ana lion, amid a viny bush which Noah and Adom used to cherish. Dodo Tosa laughed at Rosy, saying she was accustomed to being cosy, and was probably in a state of coma; thereby giving a hazy account of her adventure. Rubi Igol was also with Dodo, and said: "Atta Dodo!" so to prove his value, he approached the bush in a wary manner, with eyes agog and his gory hands clenched; he heard abuz, then saw the evil lion. He next received anok and awak; so shouting elno, which was heard to echo, made his exit with spirits at zero and joints akin; but he met Pusi Zoby, who said: "It was a dense acre of jungle, and that she had often seen a kola, pola and a lion or two there." They then both agreed that hard iaka was better, or, best of all, a taxi ride and a visit to a restaurant with a tempting menu; furthermore, that the world would ever and anon revolve on its axis, the onus of proving such being on the future.

— \* —

**W**E desire to convey our high appreciation of the manner in which deliveries were effected by the Railway Department, in connection with our sheep sale at Newmarket on the 27th inst. It is worthy of note that your officials had to deal with no less than 116 trucks on our behalf, that we yarded 200 pens of sheep and 83 pens of lambs, the highest number ever penned, by one agent, and yet had everything in readiness and perfect order for the sale to commence at the early hour of 8.10 a.m.

In view of these facts, we feel impelled to express our highest commendation of your efficient organisation upon this particular occasion. Will you kindly convey to your officials in the Live Stock Office concerned in the handling of our consignments, our admiration and appreciation of their capable efforts and hearty co-operation with you and ourselves, in achieving the record result referred to, which, we feel convinced, from our long experience, has rarely, if ever, been equalled, and certainly never surpassed.—**John McNamara and Co. Pty. Ltd.**, writing to the Commissioners.

**A**S the butter export season will commence shortly, we would like to take this opportunity of conveying our best thanks to the officers concerned for their courteous attention and promptness in handling consignments to and from the City Market Cool Stores and Ice Works, during our occupancy of these stores. The season about to commence, if present indications can be taken as a guide, promises to be the best on record. However, we feel sure that the same good feeling will continue between us, and that the Victorian Railways, through its officials, will render the same valuable service in the future as in the past.—**P. P. O'Loughlin, Managing Director, P. P. O'Loughlin Pty. Ltd.**, writing to the Superintendent of Melbourne Yards.

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Own Dairy Herd Piano Tennis Court  
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Resort in Victoria

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**FELIX St. H. JELICOE**

**E**ARLY this month my wife and I joined the morning train for Warracknabeal, and throughout the whole trip received a quiet courtesy from the various railway officials en route, and were delighted with the helpful services rendered to us. At Spencer-street Station we were specially pleased at the cheerful efficiency displayed by one of your luggage porters. This young man promptly picked up our traps and conveniently arranged them in the carriage racks and took pains to see that we were quite comfortable before leaving us—at the same time asking whether there was anything further he could do for us. As I was quite unknown to him his thoughtfulness was the more appreciated. I made enquiries as to who he was, and ascertained his name to be Mr. Redding. It is therefore with pleasure that I offer him, through you, Sir, our best thanks.—**James E. Mackie, 65 Fcam-street, Elwood**, writing to the Secretary for Railways.

**W**E are pleased to take this opportunity of expressing to you our deep appreciation of the manner and promptitude in which your organisation handle deliveries for despatch in general, and particularly desire to bring under your notice a very striking illustration of same as experienced by us, as hereunder:—

We received a request at Port Melbourne as late as 3 p.m. on the 15th inst. for the despatch to Barmadman, situated almost in the centre of New South Wales, of one large and cumbersome machine—part addressed to one firm, and a parcel addressed to another firm—and we have received advices informing us that the goods arrived early next day. We cannot but express astonishment and great satisfaction with the methods evidently adopted by the railways to carry out their part of any service entrusted to them.—**E. H. Jenkins, Manager, British Australasian Tractor Co. Pty. Ltd.**, writing to the Commissioners.

— \* —

In aid of the Newport Brass Band, a picture night was arranged for September 4 in the Newport Theatre.

Where to Spend a Holiday

# Over the Australian Alps is an Interesting Trip

The most beautiful mountain trip in Victoria, and, in the opinion of many, in Australia, is the passage across the Australian Alps from Bruthen to Omeo and Bright or in the reverse direction.

FOR many years it has been popular with walking and cycling parties, but with the rapid development of motor transport has become a very popular holiday journey. Service cars making the trip between Bruthen and Omeo daily, and between Omeo and Bright twice weekly.

The road is the highest mountain road in Australia, the altitude attained on Mount Hotham being 6100 feet. Fifteen miles of it is 5000 feet above sea level, and thirty miles is above the snow line.

It is, therefore, possible to traverse the road in about five months only of the year, though the period varies according to the severity of the winter.

The Alpine route begins at Bruthen, a railway town in the midst of a flourishing agricultural district on the Tambo River. The road follows the course of this mountain-born stream for a considerable distance towards its source, disclosing a succession of romantic landscapes which represent an endless variety of detail.

## Across Pointing's Gap

There are views of distant mountains, of farms located among colored hills, some pretty patches of maize and wheat, and in its lower reaches a few hop gardens beautify the banks of the stream. Avoiding the steep Tongio Gap track to the summit of the Dividing Range, the valley is left at Swift's Creek, the road passing over Pointing's Gap, after which there is a descent into Omeo, the principal township in the Gippsland Alps, and the centre from which roads radiate to Bright, Tallangatta, and towards Mt. Kosciusko.

For some miles after leaving Omeo the road passes through very hilly country, fine views of the town and its surroundings being obtained.

Approaching Mt. Hotham, or "Baldy," a local appellation ever so much more friendly than Hotham, panoramic views of exceptional grandeur and beauty are obtained.

As the highway curves around the 6000 feet forehead of "Baldy," a superb panorama is revealed. Range stands behind range in a variety which is infinite, and all too soon the view is lost. There is, then, a descent of over 1000 feet to the Hospice on Mt. St. Bernard, which is at an elevation of over 5000 feet above the level of the sea.

The outlook is grand, the view extends across an enormous valley to the huge bulk of Buffalo, to Feathertop rearing its head from out the hilly ruck, and to distant Kosciusko.

The last stage of the mountaineering portion of the tour is now entered upon. In the next 14 miles the road drops more than 3000 feet, and Harrietville, a picturesque village on the Ovens River, is passed through; thence on it follows the Ovens valley, skirting the rich agricultural flats, through which the river meanders until Bright, where travellers are again in rail communication with the metropolis, is reached.

From Bright, the Government Chalet at Mount Buffalo National Park is 22 miles distant, and a visit should be made to this mountain wonderland before entraining for Melbourne.

— \* —

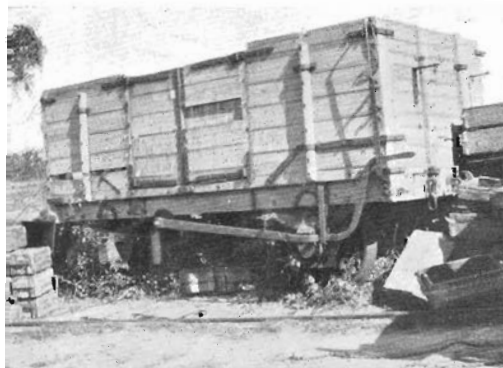
## A Relic of Old Times

WHEN visiting Port Franklin recently, Mr. J. Lee, Gippsland District Superintendent, noticed an old railway waggon almost hidden by blackberry bushes.

On making inquiries from Mr. Charles Fitz, the genial fisherman's representative at Port Franklin, he informed Mr. Lee that it was the sole survivor of a number of waggons purchased from the Government and used by Mr. O'Keefe, the contractor in the construction of the South-Eastern Line—Leongatha to Port Albert—about 35 years ago. It is in a wonderful state of preservation.

The material for the construction of this line was taken by boat to Port Franklin by the contractor, and trucked thence by a spur line to the works. This spur is still in use by the fishermen for the conveyance of fish from Port Franklin to Bennison, the nearest station.

We are indebted to Mr. Chas. Fitz, of Port Franklin, for the accompanying photograph.





**OUTCLASSED.**

Visitor: "I hear you've lost your parrot that used to swear so terribly."

Hostess: "Yes, poor dear, we found him dead on the golf links."

**THAT MAKES IT CLEARER.**

From schoolboy's essay on "Rain": "There are several kinds of rain, but the most popular with the Weather Bureau is called 'Probably.'"

**USING HIS HEAD.**

Police Sergeant: "Is the man dangerously wounded?"

Patrolman: "Two of the wounds are fatal, but the other one isn't so bad."

**AIN'T IT?**

An Irish barrister spoke on behalf of a client whose cow had been killed by a train: "If the train had been run as it should have been ran, or if the whistle had been blown as it should have been blown, both of which they did neither, the cow would not have been injured when she was killed."

**HIS MARK.**

The Chinese are not given to flattery.

A gentleman called at a Chinese laundry for his clothes. On receiving the package he noticed some Chinese marks on the bundle. Pointing to them he said to the Chink:

"My name, I suppose, in Chinese?"

"No name. 'Scription'," replied the Chinaman, "say 'Lil ol' man, cross-eyed, no teet'."

**TOWARDS THE POTATOES, OF COURSE.**

Diner: "Waiter, I'll have pork chops with fried potatoes, and I'll have the chops lean."

Waiter: "Yes, sir. Lean which way, sir?"

**SAFETY FIRST!**

Mr. Woop Woop: Hi, waiter, your knives is pretty blunt, ain't they?

Waiter: Yes, we keep them like that so that customers won't cut their mouths.

**THIS WORKS ONLY ONCE.**

A Hebrew storekeeper, much to the surprise of his brethren, suddenly decorated his window with a gorgeous new blind. It was the admiration and envy of all his neighbours.

"Nice blind of yours, Isaac," remarked one of them.

"Yes, Aaron."

"What did it cost you?"

"It didn't cost me nothing. My customers paid for it."

"What! Your customers paid for it?"

"Sure, I put a peedle box on my counter, 'For the Blind,' and they put in the money."—Exchange.

**EXCUSABLE IRE.**

First Flapper: "That conductor glared at me as if I hadn't paid my fare."

Second Flapper: "What did you do?"

First Flapper: "I glared back at him just as if I had paid it."

**CORRECT!**

Professor: "Who were the three wise men?"

Student: "Stop, Look and Listen."

—H.C.L.

**SYMPTOMS.**

Elsie: "Oh, doctor, won't you please come in and look at my doggie? I think he wants to see you, 'cause he keeps sticking his tongue out all the time."

**ENGLISH AS SHE IS SPOKE.**

Bobby (observing leopard at Zoo): "Mother, is that the dotted lion the insurance man was telling you about, when he lent you his fountain pen?"

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## “Penelope” Talks on Home Management

WE are all familiar with the old adage, “What is home without a mother?” And man and woman alike will agree that the home is pre-eminently woman’s sphere.

How much is involved in that word “home,” and what a vast variety of duties and problems confront the capable housewife! One is at a loss to enumerate the essentials of good housekeeping and home-making in order of importance.

Of course, housekeeping is not always home-making. A slothful, muddling housekeeper must at length disgust any order-loving man. Her children will, in all probability, grow up to be muddlers, too. A happy home cannot result where a woman has no idea of method, cleanliness, and financial management.

On the other hand, a man grows heartily weary of a wife who is a slave to her housework—who has no time to attend to her personal appearance, takes no pleasure in an outing, and bores her friends with oft-repeated tasks of spring cleaning.

A good piece of advice to a young housewife is “Do not work so hard during the day that you are too tired to be pleasant to your husband and to enjoy his company in the evenings.”

With love as the basic principle of home life—love between husband and wife, between parents and children, and love of the three great ideals of truth, beauty and goodness, it should be easy enough to discriminate between the essentials and non-essentials of the day’s tasks.

The wise woman will cheerfully forsake her broom or scrubbing brush if any other member of the household requires a little assistance. She will never fail to have a good meal ready for the tired workman, or a word of sympathy for the tired or hurt child.

After all, the whole problem of successfully managing the home resolves itself into two departments, that of systematic management, neatness and cleanliness, and that of cheerfulness, sympathy and love, and each of these is complementary to the other.

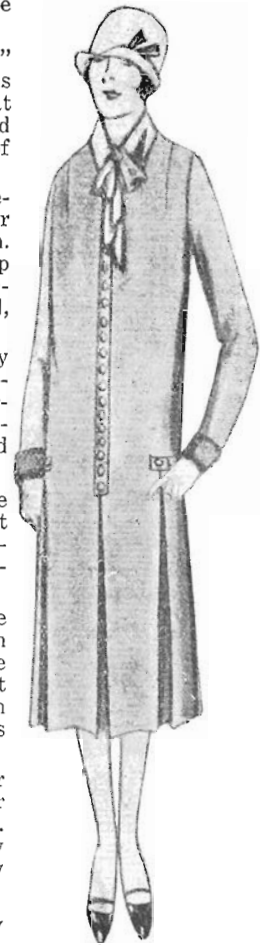
In order to whiten piano keys rub them with a cloth dipped in alcohol. Take care to keep it away from the varnish.

To beat the whites of eggs quickly, add a pinch of salt.

Cold fruit requires cold jars. Hot fruit, hot jars.



*The cape frock is proving an outstanding success, being smart and useful. This frock would look becoming in wool rep. or marocain, in Jenny blue or the new plum shade, with the cape lined in a contrasting color.*



*Made of green flannel with cuffs, collar and buttons of Oriental or fawn crepe de chine, this would be a useful frock for the days when a coat is unnecessary.*

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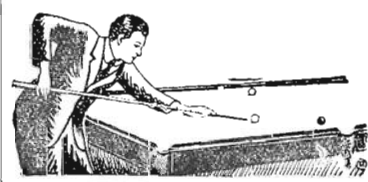
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At a recent meeting of the Victorian Railways Institute Wireless Club, Mr. H. L. Byrne, delivered the following interesting lecture on "Fundamental Principles of Wireless."

**T**HERE are numerous ways of communicating by "wireless." The word "wireless," after all, means without wires, and, therefore, speech is, in the strictest sense, a form of wireless. Ordinary conversation may be termed "natural wireless," and the wireless we are here to consider is "scientific wireless."

Speech, as you are all aware, is used for the purpose of transmitting messages between human beings, and forms a useful analogy in explaining the transmission of wireless, inasmuch as waves of energy are made to carry the desired message from the transmitter to the receiver. Furthermore, the messages are in both cases radiated in all directions. Similarly, a wireless message travels in all directions, and can be picked up on the earth above and below it, i.e., wireless waves travel in concentric circles from the transmitter.

Nature has provided all normal persons with two minute elastic membranes, which are used for the purpose of producing sound waves. These membranes are known as the "Vocal Chords." When one desires to produce a sound, one summons a small amount of energy and vibrates the vocal chords, which cause vibrations to be transmitted per medium of the air from the speaker's throat to the ear of the listener.

### Strike Sensitive Membranes

The vibrations strike sensitive membranes in the ears of the auditor, causing them to vibrate the same number of times per second as the vocal chords. These vibrations are carried by means of nerves to the brain, which converts them into sensations or sounds which may be understood. The faster the "Vocal Chords" are vibrated the higher will be the pitch of the sound produced in the ears of the listener.

The transmission and reception of "scientific" wireless, or radio, is caused in a somewhat similar manner to speech and hearing, inasmuch as both are transmitted by vibrations or waves—the former in the surrounding air, and the latter in what is known as ether. At this stage it would be as well to know "ether" in name only, as to touch even the fringe of this mysterious medium would need a night to itself.

A radio transmitting station has in the air an aerial, which has the same function as the vocal chords in the throat of a human being, in that, by forcing into it power, it is caused to vibrate electrically, which results in waves of power being radiated therefrom. These waves travel out in every direction, as in speech, and in striking a receiving aerial, which may be called, for the purpose of comparison, the receiving membrane of a listener's set, cause it to vibrate, i.e., oscillate the same number of times per second as the aerial of the transmitter.

### Electrical Vibrations

The vibrations of a receiving and transmitting aerial must not, however, be confused with those of the vocal chords and membranes of the ear, as the former vibrate electrically, and the latter physically. In the case of electrical vibration, an aerial is said to vibrate or oscillate when radio waves are striking it, and causing very minute currents of electricity to rush along it first in one direction, then in the opposite, and so on.

These electrical vibrations cannot be recorded by any physical means, as they cause no actual movement in the aerial, hence they differ from physical vibrations.

For instance, if a tight chord is plucked the vibrations thus caused can be seen, felt and heard. Of

course, if a large current is causing a wire to vibrate electrically, and one comes in contact with it, one will experience a shock at every electrical vibration, but the currents in receiving aerial are so minute that they cannot be felt.

The currents in a transmitting aerial alternate their direction of flow up and down the aerial many times per second, according to the wave length to which the station is tuned, and on each journey cause a wave of energy to be radiated. So it will be seen that the number of waves emitted from the transmitter in a given time, say, a second, will be the same in number or occur as frequently as the electrical vibrations or oscillations in the aerial.

These waves spread out, and, no matter how far they travel, the distance between them does not alter, although their strength becomes less. As each wave strikes a receiving aerial, it causes a small current to flow in it up and down, at the same frequency as those in the transmitting aerial, only, of course, these currents are of infinitely less power. Thus, frequency is the number of times the current flows up and down an aerial or wire per second. In the case of wireless waves it is the number of waves passing or striking a given point in one second.

The frequency at which wireless waves are emitted from an aerial governs what is known as the wavelength of a station.

Wavelength may be defined as the actual distance between the impulses or wireless waves travelling out from a transmitter measured in metres (one metre equals approximately 39.3 inches). All have noticed how, when a stone is dropped in a still pool of water, waves or ripples rush out in concentric circles from the disturbance. Now, if it is desired to ascertain the frequency of the waves, you would count the number striking the bank at a given point in one second, but if the wavelength is desired, it would be necessary to measure the actual distance between the crests of the waves as they travel out towards the bank.

The same thing applies in the case of wireless, only, of course, the distance between the crests of the wireless waves cannot be measured by means of any mechanical appliance, but must be calculated by means of a mathematical formula.



## Praise for Railway Storekeeping

**I** WAS privileged to be one of a party which visited your Stores Department at Spotswood yesterday, and beg to be allowed to say what pleasure and benefit I received from the trip.

More than 25 years ago I had the opportunity of visiting the U.S.A. and seeing through some model establishments and stock-keeping systems. Since that time I have been trying to educate our business men to see the value of adopting the best possible methods of conducting their enterprises. Often mine has been "a voice crying in the wilderness."

I think the Commissioners have rendered a distinct and great service to the community in sending officers such as Mr. Coleman and others to America to make studies, and then in giving them the opportunity of demonstrating to the business community in a practical way the knowledge they gathered in their travels.

The object lesson is bound to benefit every one who has the opportunity of seeing it, and its effect will be felt throughout the whole State and beyond.  
—E. R. Peacock, 186-88-90 Bourke-street, Melbourne.



- "The Husband Woman"—By Violet M. Meihley. Will interest most readers of fiction.
- "The Eye Witness"—By John Paul Seabrooke, is a detective story which grips your attention.
- "Bubbson"—By Stanley J. Rubenstein, is a joyful extravaganza in which the fun never flags.
- "The Marleybone Miser"—By Eden Phillpotts, is a mystery story—the best Mr. Phillpotts has yet given us.
- "The Baron of Diamond Tail"—By George W. Ogden, is clean, powerful, romantic, and filled with the deeds of strong men and women.
- "Dark Laughter"—By Sherwood Anderson, is a story of post-war life in America—a genuine contribution to fiction.
- "Clad in Purple Mist"—By Catherine Dodd author of the "Farthing Spinster" — reveals her fine talent in portraying scenic beauty.
- "The Avenger"—By Chas. W. Sanders, possesses that quality which will thrill the reader from the first to the last page.

VIOLET M. Methley, in her book, "The Husband Woman," tells an ideal story of absorbing interest throughout. The plot is original, semi-sensational, full of incident, and will make a wide appeal to all tastes of fiction readers.

IN "The Eye Witness," John Paul Seabrook gives his readers a fine piece of detective fiction, in which the mystery is sustained up to the last chapter.

When Lloyd Latshaw asked his lawyer, Colby, who was also his friend, to add a codicil to his will which provided for the disinheritance of his young wife in the event of her marrying his nephew, Colby was fearful for his client. Subsequent events proved the lawyer's fears to be well founded.

The grim figure of tragedy stalked in the Latshaw household, and many persons were involved in the web of suspicion.

"BUBBSON," by Stanley J. Rubinstein. Bubbson was an author who found it impossible to persuade publishers to accept his books, so he abandoned persuasion and originated and carried out a daring scheme, which was a success.

This is that rare thing, a really amusing novel, written with a chuckling humour that is quite irresistible. Mr. Rubinstein has a talent for satire as well as comedy. A most entertaining book.

"THE Harleybone Miser," is another of Eden Phillpotts's books, which will be much sought by those readers who already are acquainted with this author's great popularity and fine ability as a story-teller.

Dramatic stories of crime have put Mr. Eden Phillpott in the front rank as a writer of mystery stories. In the work under notice the reader is led through labyrinths of strange motives, mystery is added to mystery, and the excitement grows apace.

"DARK Laughter," by Sherwood Anderson, is a story of the present-day, of post-war life in America, and in particular the Middle West, the Ohio Valley, and New Orleans. An intense love story is superimposed upon a background of dark laughter, the mysterious, detached, strange laughter of the negro, the earth and the river.

This laughter, in the nature of a chorus, fills the far corners of the story with a dark, earthy and

exotic echo, the feel and fragrance of cotton, corn, summer nights and the strangeness of life. In it are lazy, dancing negroes, a description of the Quartz-Ants Ball in Paris, and three people moving inevitably in masterly pattern to a strange orchestration.

CATHERINE Dodd, in her first novel, "The Farthing Spinster," showed herself to be a master in the art of producing atmosphere. In this later story, "Clad in Purple Mist," she dwells with the same delicious touch upon sights and sounds, manners and idiosyncrasies of other generations.

Here in this pleasant tale the little Isle of Man is revealed in all its magic of sea, mountains, sea-birds, gorse and heather, rich with legends of the beings that loved it in the early world, of giants lying in subterranean vaults and fairies in the rushes by sweet mountain streams.

GEORGE W. Ogden, in "The Baron of Diamond Tail," maintains his already well-known fame as a delineator of "Ranch Life" in Western U.S.A.

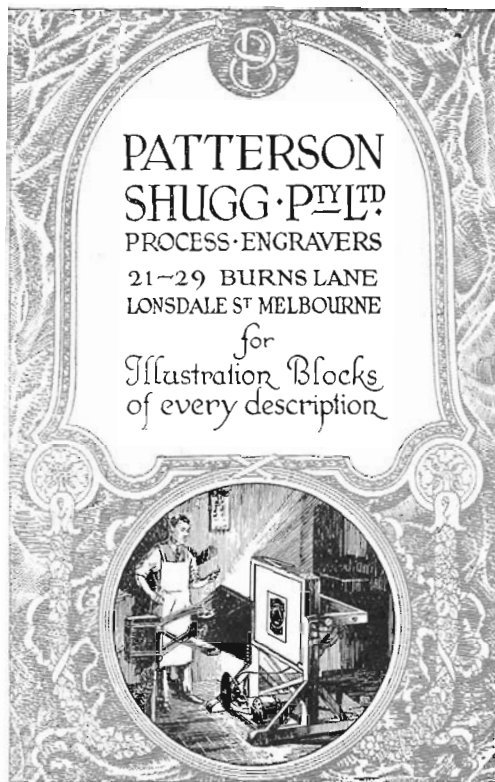
Three years elapsed since the Eastern stockholders of Elk Mountain Cattle Co. had received a dividend, so Edgar Barrett, fresh from the United States Navy, was sent West to see what was wrong at the big Diamond Tail Ranch.

Edgar found himself as welcome as a drought. His mission was discovered and a premium placed on his head.

The tale develops in an enthralling way, showing how Edgar outwits the Duckaroos at their own play. East meets West in this remarkable new dramatic novel. A superb story far removed from the common every-day Western tale.

"THE Avenger," by Chas. W. Sanders, is a thrilling story. Tom Paige came into the cow country so dressed that he could ride abroad and no glint of sunlight would be struck from him to betray his presence from afar. His shirt was black; so were his chaps. His neckerchief was a deep blue. His gun had a wooden stock and blue barrel.

So men rode when they did not wish to attract attention. Ruth Denny had been struck by that. What was the quest on which this fine man, mounted on the splendid silver, combed the country? He was not too busy to help a girl in trouble, but one never forgot the implacable earnestness behind him. What trail of vengeance was his? Whom did he seek? It is told in this most gripping story.



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## Maryborough Activities

### MIDLAND AGRICULTURAL PROSPECTS.

**F**AVOURED with a bountiful rainfall this year, the prospects of the forthcoming harvest in this district never looked brighter, and with a few showers during September, a record harvest should result. Both on sandy and black country wheat and oats are making rapid headway.

Owing to favourable weather conditions, a much larger acreage of wheat has been sown than in the past two seasons. In many cases heavier dressings of manure have been applied.

On account of the large number of tractors in the district, a smaller acreage of oats has been sown, as farmers are considerably reducing their teams, and the demand for oats is rapidly decreasing.

The later rains have filled most of the dams, and an abundant water supply is assured for many months.

### VISIT OF LORD AND LADY SOMERS TO MARYBOROUGH.

**T**HE Maryborough Musical Competitions, extending over 10 days, were opened on Monday, August 9, by the Governor (Lord Somers). The railway station was specially decorated for the occasion, and prior to the departure on the return trip, both Lord and Lady Somers expressed to the responsible officials their appreciation of the railway arrangements and the station decorations. Maryborough was the first inland town visited by the Vice-Regal party since coming to Victoria.

### BACK TO DONALD.

**A** "BACK TO DONALD" movement has been inaugurated, and already over 800 invitations have been extended to old residents to visit Donald during the week's celebrations, from October 9 to 15. Holiday excursion fares will be available.

**A**T the invitation of the Rosney Progress Association, Mr. Russell, District Superintendent, attended the meeting of that body on July 27 to discuss various matters in connection with local railway services. Members were given full information by Mr. Russell on the several important matters listed for discussion.

The meeting assured Mr. Russell that generally the train arrangements were a boon to the district, and very much appreciated, and would be better than ever in view of action being taken.

On the motion of Crs. Stewart and Robb, a hearty vote of thanks was accorded Mr. Russell for his attendance and kind consideration of the requests.

**A**N annual match is played in Ballarat between combined teams representing Victorian Football League and Ballarat Football League. In 1924 (the first year of the inclusion of the two country centres, Maryborough and Ararat), the Ballarat team was successful. In 1925, victory rested with the metropolitan players, but this year Ballarat were again successful, the scores at the final bell being:—Ballarat, 14—16 to Melbourne's 10—15. The following railwaymen were players of the Ballarat team:—McCormick (South Ballarat), H. Inglis (Ballarat), O'Connell (Ararat), Chappell, Arnott and Wood (Maryborough). The latter was skipper of the winning team. All justified their inclusion.

**M**R. T. COOK, who has been Stationmaster at St. Arnaud for the last 15 months, has been transferred to Ouyen. Mr. Cook, during his residence here, has been most obliging and courteous, says the St. Arnaud "Mercury," and his departure is regretted. He has made many friends, and the public are grateful to him for the treatment accorded them.

*Retired V.R. Men at Ararat*

—(Continued from page 16)

being enjoyed at the station when it was suddenly discovered that young George had disappeared. There was a frantic search, and much confusion, and the alarming word "kidnapped" was beginning to circulate in hushed tones, when the King-to-be was discovered down at the loco. depot on the footplate of an engine, listening intently while Mick Kelly, the fireman, explained the use of the different levers in the cab, and showed him several little ideas of his own which he thought should be introduced.

George was delighted with the instruction, and insisted that Michael should visit him if ever he came to England. Years after the fireman did so, and he was never tired of recalling how he penetrated through rows of suspicious flunkeys and past a very dubious private secretary to be recognised and cordially greeted by the King.

Tom Tattersall, an Ararat driver now dead, was a close friend of Lord Hopetoun, the former Governor of Victoria, and, in accordance with a standing invitation he had received, was wont to drop in casually at Government House whenever he happened to be in Melbourne. Lord Hopetoun sent him and Bill Bailey, a train examiner, whom he met at Ararat, an autographed photograph before leaving the colony.

Two other old retired railwaymen still at Ararat are Messrs. Harrie Richmond and W. Cross. The former started cleaning at Ararat in 1881, went to Melbourne, and returned to Ararat next year to relieve for "a week only." That week, however, lengthened into 38 years, and Mr. Richmond completed his career at the station.

He helped to build the Casterton and Warrnambool lines, and was the fireman who, with Fred. Fowler, ran the first train to Dimboola in the early eighties. The engine of that historic train was an old "R" type, or "bulldog," as it was unofficially known. (The "T" class was known as the "terrier," the "F" as the "poodle," and the "S" as the "platypus.")

Mr. W. Cross is a railwayman whose career couldn't have a more decided Ararat flavour. He started there as a painter in 1882, and finished up at the same station as a foreman painter in 1915, passing his whole career with headquarters at Ararat.

He first handled a railway paint brush at the Buangor station and painted the first station building erected at Portland Pier. The staff then received their wages from Geelong, Inspector Yeomans travelling from that centre every month to pay them.

To hear these Ararat veterans speak of the men who have gone is like listening to a history of the Victorian Railways. They speak of Paul Reid, Portland North's first S.M.; young Teddy Davis, who first controlled Portland Pier Station; "Slim" Jim Newman, Ararat's initial loco. foreman; old Ross, J. O'Callaghan, Tommy Hulse, Harry Seagar, Dicky Sewell, and hosts of others.

A railway life seems to be good for the memory.



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*Railway Finance* (Continued from page 19)

revenue, or, in other words, it must be met from general taxation.

This is a condition which is not regarded as satisfactory by the Commissioners, who have made a recommendation to the Government that the fares and freight rates should be increased to meet the rising costs. The pamphlet already issued has given information on this point, but in view of the importance of the question and of its complexity and immensity, it may perhaps be well to restate some of them:—

Since the 1st January, 1921, when the last increase in fares and rates was made, the cost of labour and material has been steadily increasing. To some extent the increase has been met by economies in working, but such economies, although they are constantly being effected, cannot keep pace with the rapid increase in expenditure.

**Last Year's Revenue Not Normal**

The year 1924/25 closed with a small surplus of £26,000, but the revenue of that year cannot be regarded as normal. The wheat yield was above the average, and the revenue obtained from the sale of electric current will disappear, as the supply is now being taken over by the Electricity Commission. Costs have increased considerably, and the comparison between a normal operating year and 1924-25 would, therefore, be as follows:—

Surplus, 1924/25 . . . . .	£26,000
Increased cost of wages owing to awards of the Arbitration Court, Railways Classification Board, and other tribunals having jurisdiction over the wages of railway employes . . . . .	531,000
Increased price of coal . . . . .	106,000
Contribution to the employees' Superannuation Fund . . . . .	100,000
The amount which, in the opinion of the Commissioners, should be provided to make good the depreciation of wasting assets . . . . .	450,000
The amount by which it is estimated the revenue of 1924-25 exceeded that of a normal year owing to the bountiful harvest, and to the quantity of electric current sold being in excess of the future normal amount . . . . .	189,000
The amount by which the revenue will be reduced by the withdrawal—in the event of the request for increased fares and rates being granted—of the recoup of the loss due to the 10 per cent. reduction in the freight rates on certain agricultural products . . . . .	150,000
Total retrogression . . . . .	£1,526,000
Less—	
Decreases in working expenses on account of expenditure in 1924-25, which will not normally recur . . . . .	99,000
Net retrogression . . . . .	£1,427,000

The deficit in a normal year, taking 1924-25 as a basis, may thus be assumed to be in the neighbourhood of £1,400,000. This, it will be recognised, is an impossible position, and there is thus no alternative but to increase the fares and freight rates.

**Live Stock in Victoria**

**I**N an interesting return issued by the Victorian Government Statist, it is shown that Victoria is fast approaching the condition in America, where horses are seldom seen in some districts.

Mr. Laughton shows by his figures that during the year there was a decrease of 10,185 in the number of horses in the State, the total now being 463,051. There are 727,940 dairy cows, a decrease of 32,267; 785,847 other cattle, a decrease of 59,500; 339,601 pigs, an increase of 51,092; and 13,740,500 sheep, an increase of 1,090,602.

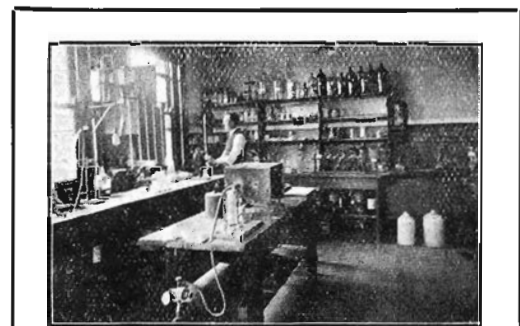
**DOG SENSE.**

**A** PROPOS of a recent article in the "Magazine," a correspondent advances the claims of two dogs well known to all regular travellers on the Picola line—a yellow dog and a black one of doubtful breed.

They vie with each other to be first on hand to receive the paper from the guard when the train passes. If the black dog gets the paper, the other chap races by his side homewards.

When throwing out the paper recently the guard had the misfortune to have his cap whisked off by a sudden gust of wind. The black dog had at once pounced on the paper and borne it off, and when the guard's cap hit the ground, the yellow dog, evidently thinking it was intended for his master also, at once bore it away to the homestead, from whence it was subsequently recovered.

Portable rooms have been provided by the Commissioners at Traralgon. A billiard table is being supplied, and a croquet lawn and tennis court laid down.



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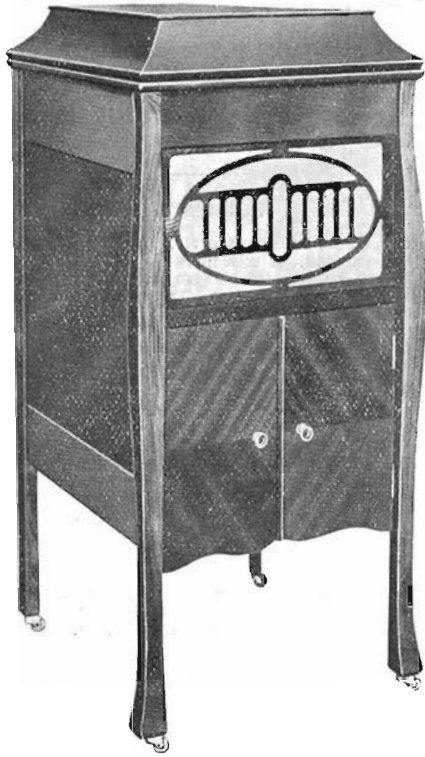
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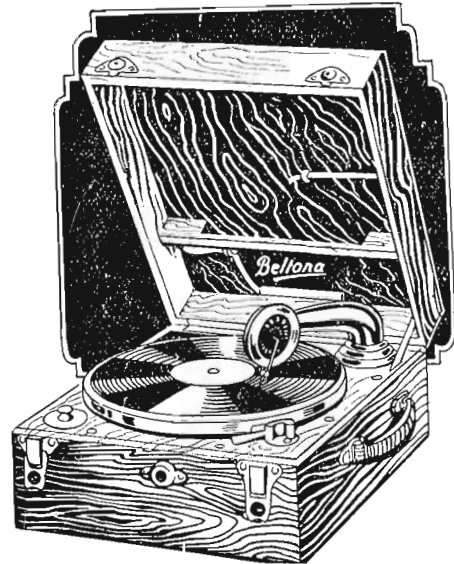
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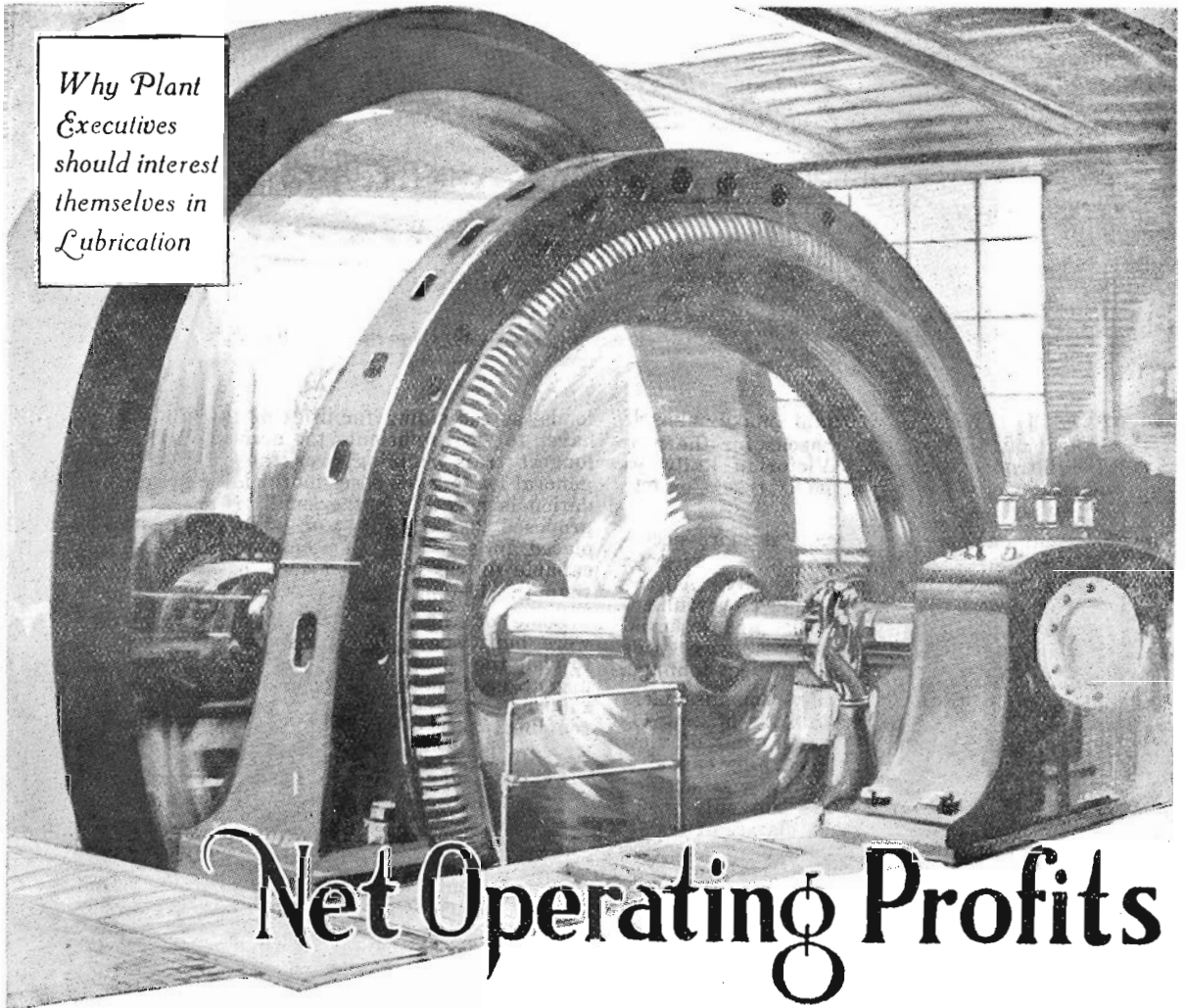
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VICTORIAN RAILWAYS

## Why Larger Trucks Are Needed

EVERY railwayman should make himself acquainted with the reasons for the proposed introduction by the Victorian Railways Commissioners of larger capacity trucks on our railway system.

Present day conditions make it more necessary than ever that the railway service be conducted efficiently and economically. All the world over it is recognised that powerful engines and high capacity trucks are essential for the economical operation of railway goods traffic when it is available in sufficient tonnage.

As far back as 1903 the then Commissioners considered the general suitability of the 11-ton truck, both from the user's point of view and the aspect of its revenue earning capacity. After exhaustive investigation it was decided that this type of vehicle was not only inefficient, but unsuitable for many classes of traffic. To meet the changed conditions it was decided to introduce a higher capacity truck, and the 15-ton truck was the result. The average tare weight of the 11-ton truck is  $5\frac{3}{4}$  tons, so that for every 11 tons it carries a dead weight of  $5\frac{3}{4}$  tons has to be hauled.

The 16-ton capacity truck, however, is a more economical truck than the 11-ton truck, as the weight of the 16-ton truck is about seven tons, so that for an extra  $1\frac{1}{4}$  tons tare weight an additional load of five tons can be carried. This admits of a very definite economy, especially during the busy season.

If in 1903 it had been decided to continue building only 11-ton trucks for general utility purposes we would have now required about 4000 more trucks than we have to deal with the traffic offering.

An 11-ton truck, by comparison with the proposed 20-ton truck, is out of proportion in length to its carrying capacity. To illustrate this we might take a freight train of 540 tons gross load. If composed of 11-ton trucks its length would be 694 feet, and if 20-ton trucks only were used it would be 465 feet, but with 25-ton trucks on four wheels the result would be better still.

This means that a large sum of money has been invested in siding accommodation to hold the small vehicles when made up into train

loads, as the siding facilities at many stations have to be sufficient to accommodate the longest train running over the section. For general loading purposes more siding accommodation is needed for the small trucks, but the proposed 20-ton trucks, of which 350 will be placed in service by December next, will be capable of carrying about 50 per cent. more than the 11-ton trucks per foot of length.

Some of the trucks we have now in use were built nearly 50 years ago. They have to visit the repair shops frequently, and are in urgent need of replacement. During 1924-25 £460,000 was spent on the maintenance and repair of trucks, and we must do everything we can to reduce this amount.

It is intended to equip all our rolling stock with automatic couplings during the next seven or eight years, and for that reason, apart from any other, the small capacity trucks, which are not structurally fitted for this equipment, will have to be withdrawn from service. Their elimination will, however, be slow during the first four or five years of the conversion programme, so that we are not likely to very noticeably reduce their number for a few years to come.

The Commissioners are alive to the needs of railway patrons, and in the bringing of larger trucks into commission will not in any way penalise the customers or users of the railways.

It is the intention of the Commissioners to maintain the present number of small capacity trucks in service during the current financial year, and in the meantime it will be the duty of railwaymen, by good salesmanship, to seek the co-operation of the public and assist in every way to make better use of larger trucks without coercing customers into doing so.

The higher capacity vehicles entail less train miles, shorter and more compact trains, better time keeping of trains, less handling of vehicles, less siding accommodation, less coal consumption, and yield a greater net paying load per train mile running. This represents a considerable saving of money, and leads definitely to cheaper transportation for the public.

*Goodman*

# THE VICTORIAN RAILWAYS MAGAZINE



VOL. 3.  
No. 10.

OCTOBER 1926

PRICE  
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## The Will To Serve

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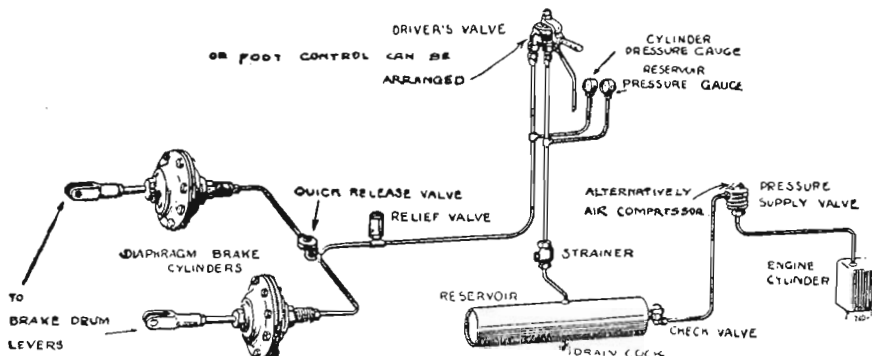


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# The Victorian Railways Magazine

ISSUED UNDER THE AUSPICES OF THE VICTORIAN RAILWAYS INSTITUTE.

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## PRINCIPAL CONTENTS FOR OCTOBER

	PAGE
PASTEURISED MILK FOR REFRESHMENT ROOM PATRONS .. .. .	5
RAILROADISATION IN AUSTRALIA .. .. .	6
SPENCER STREET OLD TOWER CLOCK .. .. . An Old Landmark Removed	7
VICTORIAN RAILWAYS DEPARTMENT'S REFRESHMENT SERVICES .. .. .	8
A Resume of how Travellers are Catered For.	
THE FIRST RAILWAY LOOP IN AUSTRALIA .. .. .	9
THINGS WE ARE TALKING ABOUT .. .. . Railway Matters of the Moment	10
FOUR ENGINES HAUL TRAIN OF 68 CARS .. .. .	11
HOW ECONOMIES HAVE BEEN EFFECTED .. .. . A Talk on Victorian Railways Finance	12
GETTING VICTORIA'S CATTLE TO MARKET .. .. . A Visit to the Newmarket Sale Yards	13
A PLEASANT HOLIDAY IN QUEENSLAND .. .. . By Mr. C. H. Cheong	14
A FIRST TRIP ON A TRAIN IN 1834 .. .. .	17
THE IMPORTANCE OF BEAUTIFICATION .. .. . By Mr. R. J. Elliott	18
TRACK-LOCKING EXPLAINED FOR THE UNINITIATED .. .. .	19
£449,157,000—AUSTRALIA'S ANNUAL PRODUCTION .. .. .	20
A Review of the Commonwealth Statistician's Figures	
HOW THE RAILWAYS HANDLE VICTORIA'S EXPORT FRUIT .. .. . By Mr. W. R. Bunker	23
PAYMENT OF CLAIMS IS A DRAIN ON OUR REVENUE .. .. .	25
By Mr. P. A. Fankhauser, Assistant Claims Agent	
A MATTER FOR THE SUPERVISING OFFICER .. .. .	26
By Mr. E. Jackson, District Rolling Stock Superintendent, Ballarat	
HOW ENERGY IS WASTED .. .. .	27
Extracts from lecture by Mr. A. E. Smith, Chief Mechanical Engineer	
SCIENCE AND EVERYDAY LIFE .. .. .	29
THE USUAL BUDGET OF REGULAR FEATURES — SAFETY FIRST, WOMEN'S PAGE, CHILDREN'S PAGE, GARDENING, WIRELESS, HOME BUILDING, SPORT, BOOK REVIEWS, INSTITUTE DOINGS, PERSONALITIES.	

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It is delivered free to all members of the Victorian Railways Institute.

Articles and reports on matters of interest to employes, short stories and verse, photographs and pen-and-ink sketches, suitable for reproduction, are invited from employes and others willing to help. They should be sent to reach the Editor, "Victorian Railways Magazine," Room 6, Railway Institute, Station Buildings, Flinders-street, Melbourne, not later than the 15th of each month. Correspondence relating thereto is carried free over the Victorian Railways.

Matter for publication should bear the signature of contributor, and should state whether it is to appear over his name or a nom-de-plume.

All enquiries, except on advertising matters, should be addressed to the Editor.

Telephone enquiries to Central 5480; or Railways 174.

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Telephone enquiries to Central 6414, or Railways 139.

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## TOPICS OF THE MONTH



### MAKING FRIENDS.

**R**EADING through the personal pages of the "Victorian Railways Magazine," one cannot fail to be impressed by the number of expressions of good will by railway users towards station staffs and railwaymen generally.

Not a month passes by but we have to record gatherings of district residents who have met to pay tribute to a departing stationmaster or other railwayman. These expressions of good will are often accompanied by presentations to show in a tangible form the appreciation of our customers for courtesy and good services rendered.

There are two ways of rendering good service. One is to render it according to regulation and the other is to give it a personal touch which means so much in our daily contact with the people.

The finest feature of railway work is the opportunity it affords for making friends—and friends constitute one of the greatest assets a person can have. In making friends for the Department we make friends for ourselves.

Let us make every customer, whether he comes to travel on our lines or to despatch goods or receive them, feel that he is individually welcome. Let us be efficient and let us also be courteous.

Books on etiquette will not teach us to be courteous. It is the spirit of the thing—not so much what we say as how we say it, not so much what we do as how we do it.

It's the "personal touch" that does it!

### LEARNING FIRST AID.

**I**T is regretted that the facilities provided by the Railways Commissioners for enabling the staff to qualify in first aid are not better availed of.

Classes of instruction are held at the Victorian Railways Institute, Melbourne, and at various country centres, but the attendances generally are disappointing, although a large number of employes qualify each year for certificates of competency.

Every railwayman, no matter in what branch of railway work he is engaged, should take the opportunity to become acquainted with a knowledge of first aid. Once that knowledge is acquired—and it is not so difficult that it cannot be learnt in a comparatively short time—it is "no weight to carry," and may result in the saving of human life.

Probably no other vocation calls so much for a knowledge of first aid as that of the railwayman. He it is who deals with people in large numbers. In the event of accident a knowledge of first aid is invaluable.

First aid is not only required by the railwaymen on the operating side, but it is very useful for the man in the workshop. Much needless pain and suffering may be prevented if one knows even the elementary principles of first aid.

Railwaymen are urged to attend the classes. It will cost them nothing. It may save the lives of others at an unexpected time.

# Pasteurised Milk for Railway Patrons

The Victorian Railways Commissioners have decided that only milk that is pasteurised will be used or sold in their refreshment services, and that a special service shall be provided in sealed bottles for customers. A "safe" milk service is now obtainable at metropolitan railway refreshment rooms and on the dining cars. As soon as supplies can be obtained locally the practice will be extended to cover all railway refreshment rooms throughout the State.

**I**N the first fortnight after the introduction of the scheme nearly 3000 bottles of milk were sold. The milk is put up in 8-oz. bottles hermetically sealed with a special capsule which is stamped with the day it is received from the dairy.

Special instructions were printed for the guidance of the Refreshment Room staff as to the method of serving the milk. Immediately upon receipt from the dairy the bottles are placed in the ice chest at the refreshment room. They are taken from the ice chest direct to the consumer's table, and there opened in his presence and the contents poured into his glass.

The arrangements are working in a very satisfactory way, and there is indication that the sales of pasteurised milk will gradually increase as the public get to understand the value of this new special service which is now made available to them through the Refreshment Services Branch.

Not only is bottled pasteurised milk on sale, but the same quality milk is being used for all other purposes at the rooms. Wherever pasteurised milk can be obtained it will be used.

An interesting feature of the service is that customers are invited to inspect the dairy whence the milk is obtained.

## Pure Milk—A Perfect Food

Pure milk is a perfect food, but impure milk is a positive danger. On this point all doctors agree.

The health of the nation would be wonderfully improved by the more liberal use of pure milk. It builds resistance to disease, keeps the body strong, and is the cheapest food you can buy. Growing children should be given at least a pint a day, and more if possible. No other food can take the place of milk in supplying the nutriment required to produce good health and sturdy growth, for it contains all the important things that make up a proper diet.

The same qualities that make milk the best food make it also easily contaminated, and no community or family can afford to be careless about the purity of its milk supply.

The dangers in milk cannot always be seen

with the naked eye. Germs are very small. Millions of them may get into a quart of milk before it leaves the shed. Some are harmless, others very harmful. Luckily, the disease ones cannot stand heat, and science has come to the aid of the milk distributor in affording safety to his customers by providing the scientific process of pasteurisation. By this system the milk is heated to a certain temperature, and, after being held at such temperature for a period, it is cooled and sealed tight in sterilised bottles and kept at a regulated cool temperature till served.

Nature and science have thus collaborated to provide a perfect food for young and old.

One quart of pure milk is equal in food value to—8 eggs;  $\frac{3}{4}$  lb. rump steak;  $1\frac{1}{4}$  lb. fish.

## AMALGAMATION OF WORKSHOPS

**S**ATISFACTORY progress has been made with the construction of the Way and Works Workshops at Spotswood. A blacksmiths' shop, equipped with new labour-aiding machinery, suitable iron racks, bins, skids and concrete running-ways to assist in the rapid and economical handling of material, was erected during the last financial year and is now in use. An electric sub-station was also completed.

The stores building was also constructed and is being fitted. The building for the machine shop is well advanced, and work is proceeding on the erection of buildings for the sheet metal and structural steel shops.

It is expected that the iron works section of the shops will be in full operation next year.

## RECKLESS MOTORISTS BEWARE!

**I**T was mentioned at a recent conference of the officers of the Transportation Branch that it was the policy of the Victorian Railways Department to prosecute motorists who recklessly drive over railway crossings in front of approaching trains.

Officers were asked to co-operate by arranging for particulars of any evidence available in such cases being promptly sent forward.

*Our cover design this month shows the poster issued by the Railways Commissioners to direct attention to the fact that pasteurised milk is now sold in all metropolitan railway refreshment rooms. The same colours were used as on the cover. One of the staff at the Flinders-street Station rooms posed for the photograph.*

# Railroadisation in Australia

Under the auspices of the Royal Society of Victoria, a lecture, entitled "Railroadisation in Australia," illustrated by lantern slides, was delivered by Mr. Jas. Alex. Smith, the well-known engineer, on August 12.

THE early history of the locomotive was traced by Mr. Smith, and, incidentally, the introduction of railways in Australia, viz., The Hobson's Bay Co., which operated between Flinders Street and Sandridge, now known as Port Melbourne, in 1854.

Slides depicting Flinders Street Station in 1854 were shown, and in comparison with Flinders Street Station and the abutting portion of the city of Melbourne as it is to-day, reflecting the wonderful expansion which has taken place between 1854 and 1926.

Another feature of interest, said Mr. Smith, was the fact that the first locomotive to operate on Australian railroads was constructed in Melbourne, so that, so far as locomotive construction was concerned, the industry was established prior to the running of the first railroad in 1854. This was due to the fact that the locomotive ordered from England could not be supplied in time for the opening of the line.

The railroad as a means of transport had developed to a considerable extent throughout the world, Mr. Smith said, and there was so far nothing in sight which could replace the present mass transport organisation.

Views of the earliest of locomotives were shown, together with those of the more modern types, and compared with the latest additions to the Australian and American railroads. They proved to what extent transport has assisted in the development of Australia.

The "C" class engine, which was designed by

the present Victorian Chief Mechanical Engineer (Mr. A. E. Smith), was shown on the screen and was the subject of enthusiastic applause.

A map depicting the gauges of the railroads in the various States indicated the necessity for standardisation or unification of gauges.

In dealing with State boundaries, Mr. Smith pointed out that these were fixed throughout Australia by imaginary lines in the early history of the continent, but when it came to the question of transport, such matters as State boundaries should not be a bar to convenience.

Wool, wheat and other products should be carried to the nearest port, having at all times to remember that the price of wheat and wool is fixed in London, and that price cannot be raised or lowered in Australia. Consequently, if such products are transported unnecessarily long mileage, it must result in economic loss.

In reviewing the location of Australia, isolated as it is, Mr. Smith was of the opinion that in the distant future it would be necessary, to construct railroads throughout Australia, running in a north-westerly direction.

Tribute was paid to the immense development of railroads in Australia, in comparison with the population, and as an example a map was screened showing that we have sufficient mileage in this country as would permit of a railroad being constructed in Great Britain and Ireland from side to side and at intervals of every 2½ miles.

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## Interesting Items from the Railway World

**Cattle Improvement Train.**—A cattle improvement train has been fully equipped and is being operated free of charge by the Canadian Pacific Railway. The project is being conducted by the Provincial Department of Agriculture, the Saskatchewan Cattle Breeders' Association, the College of Agriculture, the agricultural societies in the districts to be visited, and the Moose Jaw Stock Exchange. The train comprises four carloads of pure bred bulls, and one car of steers and dairy cattle. The bulls will be sold on this trip and the steers and dairy cattle will be used for demonstration purposes. The bulls, all young animals, and boasting proud pedigrees, are calculated to improve the average herd of cattle in this province.

**Chinese Ambassador.**—J. McKenna, known as "The Chinese Ambassador," has travelled

more than 3,000,000 miles over the Canadian Pacific Railway. He is a travelling passenger agent, and of late years has been conducting parties of Chinese across the continent. His first trip to Calgary was made in 1883, when he arrived on one of the pioneer mixed trains from Maple Creek.

**Billion Dollar Special.**—Several hundred bankers, business administration experts and financial authorities left New York recently in a chartered train of fourteen cars for Quebec City, where, at the Chateau Frontenac, the 33rd annual convention of the New York State Bankers' Association was held from June 21-23. The train, known as the "Billion Dollar Special," because of the vast fortunes which its passengers represented, was equipped with every ultra-luxurious appointment of modern railway travel.

# Spencer Street Old Tower Clock Removed

A very old and very reliable employe of the Victorian Railways Commissioners, who has been on the job since 1883, has just received notice of transfer. "He" is the Spencer Street railway tower clock, and his transfer has been rendered necessary by the proposed alterations and extensions to the existing station premises.

WITH Sphinx-like aloofness, the venerable clock has brooded over the west end of the city for 16 years.

One face has stared fixedly up Collins Street; another has grimly repulsed the north winds that swept across the Melbourne Yard and over the long, station platforms; a third has watched the never-ending traffic swirl around the Goods Sheds, and the fourth has peered inquisitively through the end windows of the Head Office Buildings.

Day in and day out, month after month the whole year through, eager, interested and anxious glances have been directed at one or other of those four faces.

Tardy "five-minutes-past-nine" city workers have gazed gloomily at the accusing hands and speculated on the possibility of the boss accepting the late train excuse again. Hurrying travellers have quickened their step coming down Collins Street, and decided optimistically that, although only 45 seconds remain for them to buy a ticket and to get through the barrier, down the subway and on to the platform before the train leaves, they'll "be just about able to do it."

## A Clock Which is Missed

Weary (and possibly thirsty) laborers, homeward bound along Spencer Street from the wharfs, have furtively scanned the impassive dial, muttered in alarm, "Three minutes to six," and scurried across the road.

Indeed, so well known has the clock become and to such an extent has it identified itself with the everyday life of the public, that even now, six weeks after the tower was lowered carefully from its four stiltlike supports, it is a common sight to see an alert pedestrian consult his watch, halt instinctively to compare it with the departed clock, stare blankly at the vacant space for a few seconds until it dawns upon him that he has made the same mistake for the sixth or seventh time, and then proceeds hastily on his way with a somewhat self-conscious expression.

Made by Messrs. T. Gaunt & Co., the clock was first erected at the Elizabeth Street entrance to the old Flinders Street Station in 1883. It then served as the control clock for the suburban railway system.

Its dials are five feet in diameter, and the whole of the clock mechanism is installed at the foot of the squat tower which carries the

*The photograph on the right shows the clock tower being moved from its last position. It will be re-erected nearby.*



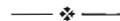
dials. Two rigid poles extend upwards from the mechanism and control the hands.

In 1901 extensive dismantling operations heralded the arrival of the station building, and the old timepiece was heartlessly moved on to make room for its more handsome successor. Perhaps some feeling of remorse stirred in the breasts of the authorities, for another location was found for the clock at Princes Bridge.

Here it remained until 1910, when further improvements resulted in a second journey--this time as far as Spencer Street.

And now the contemplated alterations at Spencer Street have necessitated yet another removal. The clock will be re-erected at a spot some 30 yards or so back from its present location, and should be in active service once more before Christmas.

Meanwhile, while enjoying its well-earned rest, it can derive a certain melancholy satisfaction from the fact that, even though it has had a chequered career, its temporary absence has made everyone realise how much they have come to rely on it.



## HOW OIL WAS DISCOVERED IN EGYPT

THE fact that the Standard Oil Company has discovered oil and is operating wells in Egypt, is generally known, but its reason for going to that ancient land to look for oil is probably not so well known.

It is asserted that the attention of someone connected with the company was attracted by the statement in Exodus 2: 3, that the ark of bulrushes which the mother of Moses made for her child was "daubed with slime and with pitch."

Reasoning that where there was pitch there was oil, and if there ever was oil in Egypt it was probably still there, the company sent out a geologist and oil expert to make investigations, with the result that oil was discovered. Three wells are now in operation, and others are to be opened—"The Lamp."

# Catering for Victorian Railway Passengers

An American corporation which controls a chain of huge hotels adopted as its motto, "Service in order to obtain satisfied guests." It was stated that the business of selling hospitality is a matter of loyalty, of honesty, of character, of consideration, of a willingness to serve, and that its chief asset is the spirit of "We must give to get."

(By W. D. Bracher, Superintendent of Refreshment Services, Victorian Railways.)

**T**HIS is the ideal of the Victorian Railways Refreshment Services Branch, which asks to be judged by the quality of the service it gives. It is recognised that any business that sells service to the public can prosper only to the extent that it meet the desires of the public.

It is encouraging to be told by experienced travellers that the Victorian Refreshment Services has a reputation that extends beyond the borders of the State, and that the cleanest and most orderly kitchens ever seen are in our Refreshment Rooms. The natural satisfaction one feels at such remarks is, however, tempered by the fact that nothing is perfect and that improvement is always possible and desirable. The hope of the branch is that tomorrow's performance will be better than today's.

There are scattered throughout the State 61 Refreshment Rooms, of which 41 are staffed by managers under the direction of the branch. The leased rooms are mostly tea stalls doing small and intermittent business, and are conducted by local residents. Leased, as well as staffed, rooms are regularly and frequently inspected to see that the prescribed standard of service is maintained.

The staff of the branch consists of 770 persons, of whom 460 are women, who have come into the Service from all parts of the State.

Most of the managers in charge and their wives are of proved capacity, with long experience in catering work. Their staffs also comprise numbers who have had several years' training in the Service, and who are therefore well qualified for their duties, and who take a pride in their work.

## Selling Service in Small Quantities

The catering section sells service in small quantities. Not less than 3½ million meals or separate serves of tea, coffee, or food of some kind are supplied during the year. This does not take account of the liquid refreshments dispensed at the bars, of the meals supplied on the dining cars, at the Newport Workshops Dining Rooms, or of the sales at the fruit, tobacco and confectionery stalls.

Good service in the individual rooms is only obtainable if they are provided with goods of the best quality purchased at the lowest market rates. This task falls upon the providore and his staff, to whom the requisitions are sent by the managers, and by whom the multifarious requirements of the different rooms are purchased and supplied.

With the exception of the meat and sundry local purchases made by country managers,

such as milk, vegetables, fruit and bread, practically the whole of the requirements are obtained by the providore, the value of whose purchases totals approximately £200,000 per annum.

The feeding of the great army of Railway Refreshment Room patrons requires the supply of huge quantities of comestibles of various kinds. Every month about 33 tons of meat, 1½ tons of ham and one ton of bacon are needed, to say nothing of the numerous turkeys, ducks and chickens that also figure in the domestic economy of the Refreshment Rooms.

The meat bill is a formidable one. It amounted last year to nearly £30,000. Most of the meat is purchased in bulk by the master butcher and cut up in the Railway Butchery at West Melbourne, whence it is despatched to the different rooms. Only meat of the best procurable quality is purchased.

Forty thousand dozen eggs a year are likewise required, the greater proportion of which comes from the Departmental Poultry Farm at Noble Park.

If the bread consumed in the Refreshment Rooms in a month were made into one loaf, it would require a great effort to handle it, seeing that it would weigh about 21½ tons. Four tons of butter are used every month, and a mathematically minded reader might exercise his ingenuity in calculating the area over which this would extend if spread at some particular thickness.

## Twenty-nine Tons of Potatoes a Month

It would be tiresome to enumerate the quantities and the many different kinds of vegetables used, but it may be interesting to mention that 29 tons of potatoes have to be peeled every month to meet the needs of our patrons.

Tea is a favourite beverage in the Refreshment Rooms, and about 14 tons is brewed every year, as well as eight tons of coffee. Special care is taken to select high-grade tea and coffee, and samples are regularly tested by experts to ensure that the supplies are satisfactory.

As would be expected, the demand for sugar is large, not less than seven tons being consumed a month. Add to this the 7000 gallons of milk also used each month and one gets some idea of the enormous amount of work involved in supplying, preparing, cooking and serving meals in the Refreshment Rooms.

By meeting in a satisfactory way the needs of train passengers, the Refreshment Services Branch contributes to their comfort and thereby promotes their sense of satisfaction with the service provided by the Department.

# First Railway Loop in Australia

To obviate the grades on the second half of the New South Wales section of the new line from Kyogle to South Brisbane, it has been found necessary to resort to the expedient of introducing a loop to gain the altitude. This loop will be the first of its kind in Australia.

—(Reprinted from "The Staff"—the Official Organ of the N.S.W. Railways).

TWO recent announcements in the daily Press were to the effect that arrangements are being made for the erection of a bridge over the Clarence River at Grafton (where the "Swallow" and the "Induna" are working as train ferries), and that the first sod of the new line into South Brisbane has been turned at Kyogle.

The statements were rather brief, and gave little or no general information, but both of these works have many points of interest to the railwayman.

Primarily, the two enterprises form part of a scheme in which, as is generally known, the New South Wales 4ft. 8½in. gauge line at Kyogle will be continued into the Queensland capital, meaning that passengers will be able to travel between Sydney and Brisbane without changing carriages.

The building of the Grafton bridge will mean a second very large bridge on the Sydney-Brisbane connection.

At present, the North Coast line runs as far as South Grafton, on the Clarence, and from Grafton on the other bank to Murwillumbah, with a branch to Kyogle. The crossing of the river is catered for now by two train ferries—the "Swallow" and "Induna."

## A Costly Procedure

This, however, is a costly procedure, and it is only a matter of time when the volume of traffic will necessitate the building of a bridge. That time has been hastened by the agreement to build the Kyogle to South Brisbane line of standard gauge, and in order to provide for a continuous railway trip it is necessary to have a bridge at Grafton.

The designs provide for a railway and highway traffic crossing, and the bridge has a lift span for river vessels.

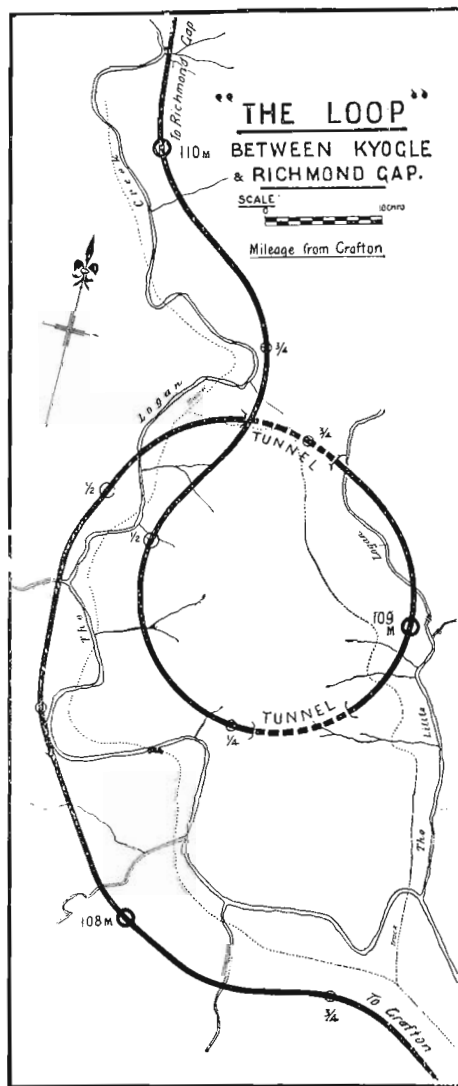
The length of the line on the Queensland side is about 67 miles, making the through journey 94 miles from Kyogle.

The estimated cost of the work—reconditioning the Grafton line and building the new road to South Brisbane—is about £4,000,000, which excludes the cost of the Clarence River bridge and approaches.

The first half of the 26½ miles in New South Wales is plain going, the second half contains the grades.

The country is rugged, and in one place it has been necessary to resort to the expedient of introducing a loop in order to gain the altitude. This interesting piece of location—the first in Australia—is situated at 100 miles from Grafton and about 2½ miles on this side of the State boundary.

The line comes up Logan Creek, cuts through the watershed into the Little Logan



by a tunnel, and again crosses back into the Logan Creek valley by another tunnel, but on the opposite side of the Logan Creek to its initial entrance.

Following along on this side, it passes over itself 65 feet higher up, and continues on to The Gap.

The location is interesting, as, for a full 270 degrees, or three-quarters of a helix, the radius is constant at 12 chains.

# Things We Are Talking About

## Better Timekeeping—Record Truck Mileage—Carriage Construction—Coaling of Locomotives

### RECORD TRUCK MILEAGE

**M**R. G. A. CURRIE, S.M. at Somerville, sends us the following details of smart handling of a truck which recently came under his notice.

On September 6 truck No. 938U was loaded at Somerville with 8 tons 10 cwt. of fruit for despatch to Brisbane, Queensland, and was sent forward on that day at 5 p.m.

After having been hauled to Albury and back, a distance of 448 miles, this truck was received again at Somerville on September 10 at 10 a.m. loaded with general goods from Melbourne.

### CARRIAGE CONSTRUCTION

**D**URING the last financial year 30 motor coaches and 11 trailer coaches were built at the Newport Workshops for the Melbourne suburban electric services. An additional 22 coaches are in course of construction.

Five country cars were completed and 20 were in various stages of construction when the Commissioners presented their report to Parliament last month. These country cars are of an improved type, combining the main features of country cars, but with considerably less tare weight.

Work on the two all-steel dining cars is well advanced, and the Commissioners expect that the cars will be available at the end of this year. Two new sleeping cars will also be completed early in 1927.

### GOOD TICKET COLLECTION RECORD

**A** FURTHER decrease was achieved during the last financial year in the percentage of non-collected printed country tickets, the figures for 1925-26 being 1.97 as against 2.44 for the previous 12 months. Gratification at this result is expressed by the Commissioners in their last annual report.

### NEW LOCOMOTIVE CONSTRUCTION

**N**INE locomotives of the "N" class "Mikado" type were completed during the last financial year and have been placed in service. Authority has been given for the construction of a further 10 of the same type.

The Commissioners state in their annual report that the manufacture of the pattern "Pacific" three-cylinder locomotive for the Melbourne-Sydney express trains is well in hand, and it should be available during the latter part of 1927.

The construction of an additional five consolidation locomotives of the "C" class was put in hand during the year, and a further 11 have been authorised, the latter, however, embodying certain alterations which experience shows to be desirable in the development of this type of engine. These alterations will

have the effect of making the engines readily convertible to the 4ft. 8½ in. gauge when necessity arises.

### IMPROVED TIMEKEEPING OF TRAINS

**I**N their annual report the Commissioners record a further improvement in the general timekeeping of trains. In 1920-21 the percentage of country passenger trains and mixed trains on time was 70.88 and 71.82 respectively. These figures have gradually been improved upon, and this year 88.71 per cent. of country passenger trains were on time, while the corresponding percentage in respect of mixed trains was 86.87.

The timekeeping of suburban electric trains also showed a marked improvement over the preceding year, the respective figures being 91.14 per cent. in 1924-25 and 93.90 per cent. in 1925-26.

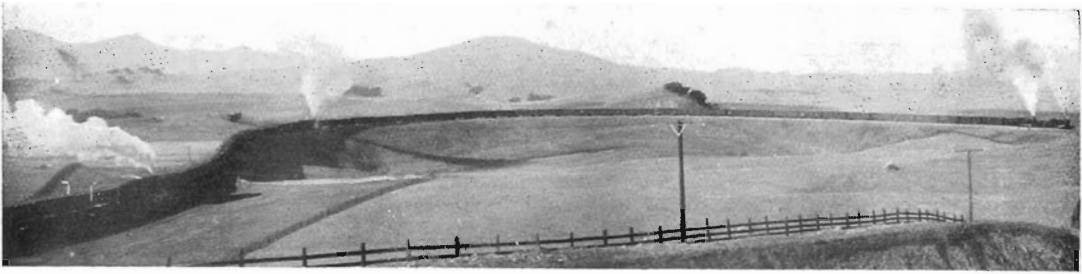
### COALING OF LOCOMOTIVES

**H**AVING decided to install modern facilities for coaling locomotives, the Commissioners have selected an overhead bin type discharging into empty engine tenders from gravity chutes as being the best.

The Commissioners recommended to the Parliamentary Standing Committee on Railways that these modern appliances be included in the re-arrangement of the Ararat and Hamilton stations. The proposals have been approved by the Committee so far as Ararat is concerned, and the Hamilton re-arrangement was under consideration when the Commissioners presented their annual report last month.



*Mr. Albert Davies, a young Victorian railwayman, standing beside one of the huge freight engines used on the American railroads. Mr. Davies is at present in America for experience. An article by him is on page 11.*



*Sixty-eight box cars on the Sunset Manifest negotiating the Horseshoe Bend at San Luis Obispo.*

## Four Engines Haul Train of Sixty-Eight Cars

In a further letter to the "V.R. Magazine," Mr. Albert Davies, a young Victorian railwayman seeking experience in America, tells of methods for handling a huge freight train on the Southern Pacific system.

**T**HE Sunset Manifest train leaves Santa Barbara at 6 p.m. each night. On arrival the train is inspected by four train examiners, whose duties are to see if there are any hot boxes, flat wheels or defective brake rigging.

After the inspection two engines, a Mogul and Consolidated, are put on the head end of the train. In the centre of the train a Mogul-Mallet engine is cut in, and ten cars from the rear end another Mogul-Mallet engine is cut in to help the train over the San Luis mountain.

The Mogul-Mallet engines are a 2-6-6-4 type. The weight on drivers is 320,000 lbs.; wheels, 65in.; high pressure cylinder, 25in.; low pressure cylinder, 38in.; piston stroke, 28 in.

After the train has crossed the San Luis mountain to Santa Margarita the two Mallet engines and the Consolidated engine are taken off. The Mogul engine takes the 68 loaded cars to Watsonville, 153 miles, arriving there in 8 hours and 50 minutes.

Watsonville being a terminal, the engine is taken off and the train inspected again. The train is filled out from 68 cars to 75 cars. A Consolidated engine is put on and the train leaves for San Francisco, 100 miles away.

Arriving at the Bayshore freight yards, the train is broken up by switch engines and the cars are taken and spotted at the different warehouses.

The grade, which extends for 16 miles over the San Luis mountain, is 2½ per cent. Six tunnels are passed through crossing the mountain, the longest one being 6784 feet.

The train crew consists of a conductor, head-end brakeman, rear-end brakeman, and swing man.

An extra brakeman is required on all freight

trains crossing the mountain, because, when the train is nearing the summit, the retaining valves on all cars are put up, so that the engineer can handle the train going down the mountain.

All engines are equipped with an 8½-in. cross compound air compressor, which has a normal displacement of 150 cubic feet when operating on 200 lbs. steam pressure.

The length of stroke is 12 inches, and the number of strokes a minute at normal speed is 131. The 8½-inch cross compound pump was instituted to obtain maximum brake efficiency, owing to the development of locomotives of great weight and tractive power, and longer trains of heavy, large-capacity cars.

These Manifest trains are run in sections, as many as six at close intervals. The first section is numbered No. 1 Manifest, all following sections being called Overflow Manifest.

The engines are equipped with classification lights and section lights. The first engine, as shown in the accompanying view, would carry the number 1-330 and two green flags. The other sections would run as 2-330, and so on. The last section would read No. 6-330, but would carry no green flags, as it is the last section.

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MEET MOTORS CAREFULLY, is equally good for the man in the street.

Walking in the streets is almost at all times disagreeable. There is rarely any alternative between dust and mud. You are either in danger of being suffocated with the former, or being covered with the latter.—"Travels in Town," 1839.



# How Economies have been Effectuated

For some years the Department has been faced with rising costs of both labour and materials. Increased efficiency and economies in working enabled the Commissioners to carry on for 5½ years without increasing fares and freight charges. Some of the means by which economies have been effectuated, and their influence in keeping down the expenditure, are mentioned in the following article.

IT was shown in the article in last month's issue that Victoria had invested in its railway transportation system a vast sum of money on which there is payable annually more than £3,000,000 in interest charges. It was also shown that the cost of operating the Service and maintaining the property amounts to a further annual sum of about £10,000,000.

In recent years the operating and maintenance costs and the interest charges on the capital invested have increased at a rate which is relatively much greater than the increase in the revenue received from the new and additional traffic.

Increased production has followed upon the opening up and development of new areas of the country, and upon the better methods and the wider knowledge obtained from the scientific study of the various problems of production. In turn, this has brought new traffic and additional revenue to the railways, and it has been one factor in postponing the increase in the rates and fares which has recently become unavoidable.

## Change in Standards of Value

But because of the change in the standards of value, which has become very marked during the last 10 or 12 years, and the increase in the productive capacity of the community, the costs of labour, of material and of money (i.e., interest on borrowed capital) have very largely advanced during recent years.

To some extent the increased costs have been met by the profits from the new traffic, but a considerable proportion of them were met by economies in working which were mainly the result of increased efficiency.

The extent to which the Commissioners have been successful in reducing the cost of operation by the introduction of improved methods of working will be indicated in the following comparisons:—

The year 1921-22 has been chosen as that with which to make a comparison with 1924-25, for the reasons, firstly, that the changes in the standards of values and the conditions arising from the war were then becoming settled, and, secondly, that it was the first full operating year after the increase in fares and rates which was made in January, 1921.

In the same way 1924-25 has been chosen instead of 1925-26, because there was in that year, or during the quadrennial period which it closed, no increase in the charges for the services rendered by the Department as com-

pared with the earlier year, and the result of working did not in one year differ very materially from that in the other. In the former year there was a deficit of £19,000, and in the latter a surplus of £26,000—the expenditure thus being just within the income.

The average mileage of lines open in 1921-22 was 4284 miles, and the cost of operation was £8,026,665. In 1924-25 the average mileage open was 4448 miles—an increase of 164 miles, and the cost of operation was £9,426,203—an increase of £1,399,538. But in 1924-25 the rates of wages and certain other expenses were higher than in 1921-22, and to compare the two years on the basis of "like with like" it is necessary to deduct from the increase just mentioned the following sums:—

The amount paid in 1924-25 owing to the rates of wages being higher than in 1921-22	£208,000
The amount applied towards writing off the capital cost of obsolete and abolished assets	205,000
Increased cost of pensions to ex-employees	20,000
Special non-recurring expenditure	37,000
The increased amount paid in 1924-25 for operating the non-traffic activities of the Department, viz., the Refreshment and Advertising Services, Bookstalls, etc.	291,000
	<hr/>
	£761,000
On the basis of 1921-22 prices, the increased cost of operating and maintaining the additional mileage of line open, and of handling the increased business was therefore	£638,538
The increase in the traffic train mileage in 1924-25 was	Miles. 1,625,000
The increase in the revenue, after eliminating the non-traffic services (Refreshment Services, Advertising, Power, etc.) was	£1,628,000

These figures alone indicate that a substantial economy was effected in the handling of the traffic, and the following will show the position in this regard even more clearly.

In the interval between 1921-22 and 1924-25 the business of the railways increased in respect of the passenger and the goods traffic by 16 per cent. and 24 per cent. respectively—the number of passengers carried one mile in 1924-25 being greater than the corresponding number in 1921-22 by 194½ millions, and the number of tons of goods and live stock carried by 162½ millions.

The increased cost of handling this increased business was, as has been mentioned previously, £638,500, which is equal to only 8 per cent. of the 1921-22 expenditure.

The train mileage gives a very striking view of the position (Continued on page 61)

# Getting Victoria's Live Stock to Market

In pelting rain or swirling dust, fair weather or foul, day and night, activity and hustle reign supreme at the Newmarket Railway Cattle Yards. Sheep, horses and cattle from all parts of Victoria are discharged there for the weekly stock sales, and the railway revenue handled at the unpretentious office runs into the neighbourhood of £500,000 annually.

IT is a bleak, cheerless morning—low-hanging clouds and a cold wind. The drizzling rain, which has ceased temporarily, threatens to resume at any minute.

The Newmarket station clock obligingly informs us that it is two minutes past six, and the porter on the barrier tells us that we "just walk along the line and bear to the left" to reach the cattle siding.

We stumble up an embankment and along the railway track past the huge sprawling shadows of Dalgety's building. From somewhere ahead of us there breaks in a confused murmur of noise—a murmur which now rises in menacing fashion like approaching thunder, and now sinks to a distant rumbling.

Another two hundred yards or so further on, and we round Dalgety's building to see the towering shape of the Newmarket substation looming in front.

We can place that confused noise now. It is the bellowing and lowing of innumerable cattle. It grows steadily in volume when we quicken our steps, and swells into an effective if not very harmonious chorus as we reach the high post-and-rail fence which marks the termination of the cattle race.

## A Long Series of Cobbled Yards

Before us stretches a long series of cobbled yards, separated by open fences and gates and extending right back into the gloom. Drawn up on the right is a steaming engine and a rake of empty cattle trucks, from which the stock have evidently just been cleared.

On the left, housed safely in big pens, are the cattle whose sustained uproar has already earned our notice. Cows, bulls and calves—scores and scores of them—some sober ones reclining and chewing meditatively, others exchanging noisy confidences between the separating fences, a few more of the truculent jostling their way bad-temperedly past groups of sociable brethren.

And from every pen, on every side, from the sullen beasts and the apparently contented ones, rises that inarticulate clamour, that prolonged bovine protest against the intolerable conditions which have indefinitely imprisoned them in unfamiliar surroundings.

With a warning whistle, the engine on our right has removed the clanking rake of trucks and given way to another long row of crowded vehicles. These cattle are from North-Eastern Victoria. They plunge restlessly, bellow as the fancy seizes them, chew reflectively, and gaze with stupid curiosity through the sides of their trucks.

Three or four men surround the nearest truck. One of them hammers away at the

door and lets it drop on to the cobbles. He stands clear and cries: "Hey, hey! Ho, ho!" in varying tones of expostulation, entreaty, exhortation and command. His fellow workers assist him lustily, and a fine white-headed bull ventures warily half-way out of the truck. Realising at length that he is not being led into a trap, he lumbers on to the cobbles, followed closely by a smaller and more impulsive black animal.

Seated in state on the top rail of the dividing fence, with a list in his hand, a checker counts the cattle as they are discharged and jots down the number, with a note of the yard in which they are to be placed.

The last bull to emerge blares balefully at the nearest member of the discharging gang and hesitates for a moment with lowered horns. The man waves his arm threateningly and the whole gang unite in an outburst of warning. The refractory one tosses his head, changes his mind and joins his companions.

In another minute the whole mob is on the run, the bigger cattle bumping the smaller ones aside with scant ceremony. A couple of the unloading gang shepherd them into an adjacent empty pen, the gate is closed and the bulls are left to stretch their cramped muscles until the drovers arrive to escort them to the sale yards.

## Workmanlike Operations

The gang moves on to the next truck and, in similar workmanlike fashion, releases about a dozen small calves. These young members of the family are playful and timid, and are secured in another pen without difficulty.

Further down towards the end of the train a second gang is unloading an odd truck of sheep. A sloping gangway is balanced against the top door to discharge the sheep from the upper pens, and a patient gangster crawls into the truck to induce the frightened animals to make the descent.

Once one of them makes a move the others soon follow suit, and in a remarkably short space of time the stock are in an enclosed yard, baaing their congratulations to one another on their safe arrival.

Mr. R. McLean, late of Moe, is the officer-in-charge of the Newmarket cattle siding.

"There are two live stock races here," he tells us, "and both of them are about a quarter of a mile long. The old one extends from the substation as far as Ascot Road." He waves his hand down towards the level crossing indistinctly apparent in the growing morning light. "The new race continues on the other side of the road, and is used solely for the discharge of sheep. (Continued on page 70)

# A Pleasant Holiday in Queensland

That Queensland is a land of extremes and contrasts was confirmed by a recent holiday tour by two young Victorian railwaymen, Messrs. C. H. Cheong, of the Advertising Division, and W. Ahern, of the Rolling Stock Branch. Mr. Cheong here outlines some of his impressions.

THOSE who have spent holidays in the north will readily agree that for scenery it has very few rivals. A sojourn in Northern Queensland is brought into the reach of tourists by the linking of the line from Townsville to Cairns, and these places are possibly the most interesting.

It is from Wallangarra that we commence our tour. Before stepping into the train, we (as the majority of railmen do) stroll along to the engine, and on this particular occasion, through the generosity of the driver and fireman, were shown the construction of the locomotive. As mechanical knowledge is very limited, we could do little else than express admiration of the exceedingly neat and tidy appearance of this well-groomed engine.

A bell rings, the rather stout and pompous guard waves a flag, blows his shrill whistle, and we are off through a range of mountains which tower down, with fierce frowning boulders of granite threatening to roll down and crush the speedy little express as it winds in and out—the engine now disappearing from view, now appearing round the further bend, and later straightening out into a more plain-like elevation.

A little further along and we are in the great Darling Downs, where the rich chocolate soils seem to vie with one another in their production. Further evidence of their fertility is seen in huge, well-developed cattle, beside broad streams glistening silver in the bright sunlight.

## Varying Changes of Country

We are rushed on through varying changes of country, and are at last brought into Brisbane towards evening. Accommodation is secured for the night, and the following morning is spent around the city, for it is not until midday that we begin the longest stage of the journey to Cairns (1043 miles).

As we draw out from the city we have splendid opportunities for seeing the suburbs.

From the train (Townsville Mail) we catch sight of the coal mines at Gympie. The night is spent in the train, and in the early morning we arrive at Rockhampton and dine at the railway station.

Mackay is the next stop of importance, and here we have the first opportunity of sampling the much-discussed sugar cane, an obliging cane train steaming slowly past as we stand in the yard.

From here on, the tall palms are very much in evidence, and many a pretty little scene comes into view as we pass a small creek,

banks lined with palms, and the surface of the stream covered with variegated water lilies.

The lantanas—cultivated in the south—outlive the smaller vegetation and grow wildly over the banks and neighbouring country, their pink and white flowers contrasting with the green of the leaves.

At 5.40 a.m. we arrive at Townsville. This town is much more tropical than any other we have yet visited. The town is built around a magnificent hill (Castle Hill), from where many beautiful panoramic views can be obtained.

One cannot continue further without a word in appreciation of the beautiful esplanade, where tropical shrubs and begonias bloom to perfection. A well-designed and sculptured soldiers' memorial commands the entrance to the beautiful sandy beach, and many are the hours one could while away in these delightful surroundings.

## A Typical Sunset

Magnetic Island, five miles distant, is reached in the pleasure boat, and an interesting trip to Mandalay, Nellie Bay, and Arcadia occupies three hours. Unexpected picturesque little bays appear at each place, and it is here that many Townsville people spend the sunny week-end. The pleasant return trip makes it possible to see the town bathed in a typical sunset, the numerous fine structures standing out in bold relief.

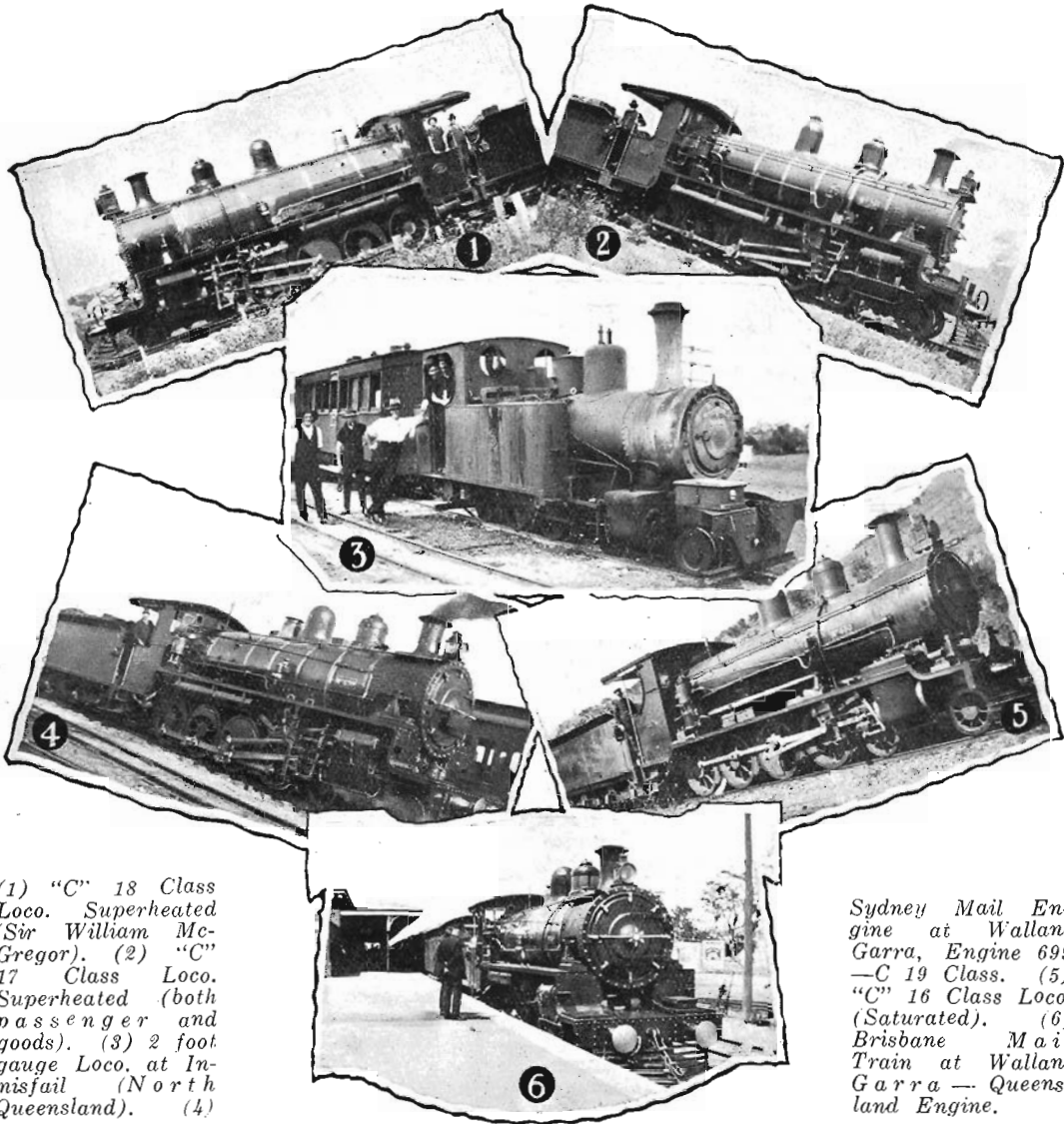
We are about early for the final stage of the journey to Cairns, and being well-informed as to the nature of the scenery, look forward to seeing something above the ordinary. In this respect our expectations are fully exceeded.

Along the valley the high peaks of Mount Bellenden Kerr tower among the clouds on the left, and to the right on distant ranges cultivated fields of banana trees, sugar farms, and orchards fade away to the sea.

We seem to fly, yet the train takes longer on this portion than any other—the train hurtles through a wild, dense jungle of palms, wild bananas, and creepers draped about maple and oak. Then suddenly we emerge into a cultivated patch of that ever-increasing product of the north—sugar cane.

Interest cannot wane through this interesting place, and when a stop is made opposite a large sugar mill we are able to catch glimpses of the preparation of sugar.

Again into the jungle, where we bridge small muddy streams, wherein we are informed the dreaded crocodile exists, lazing in the mud



(1) "C" 18 Class Loco. Superheated (Sir William McGregor). (2) "C" 17 Class Loco. Superheated (both passenger and goods). (3) 2 foot gauge Loco. at Innisfail (North Queensland). (4)

Sydney Mail Engine at Wallangarra, Engine 699 —C 19 Class. (5) "C" 16 Class Loco. (Saturated). (6) Brisbane Mail Train at Wallangarra — Queensland Engine.

during the winter months.

On observing a small lizard I could not restrain from discussing the prospect of its being a young croc., but from the glances of amusement soon changed my opinion.

Wider rivers are now crossed, and we are shown Pyramid Hill, and encounter another brilliant sunset as we enter Cairns. In these parts, dusk is almost entirely eliminated, and from day to night is indeed a quick process.

We stay the night in Cairns, and a 2½ hours journey up the gorge brings us to our objective —Kuranda. This ascent is probably the most inspiring of the whole tour, as we cross wooden bridges whose structure does not at all impress us as being stout; but we are assured that it is. From here, glimpses of Redlynch far down below are caught, and with the sea

as a background, it forms a wonderful scene.

We pause at Stony Creek, photograph the falls, and have the exultant experience of tasting the purest water in the world. Slowly and almost reluctantly we are hauled higher and higher, till at last, with a mighty roar, the great Barron Falls come into view. Their magnificence has never been fully expressed in words, and I cannot tarry here to even try to attempt it. Although a drought prevailed, the volume of water was wonderfully impressive in that brief glimpse from the train. A mile and a half further and we are at Kuranda; the station is the prettiest on the trip, and I fancy it could not be outclassed in Australia.

From Kuranda we visit in successive days the Barron Falls, Fairyland, and the "Maze"—the latter two are wild tracts of jungle con-



*A photograph at the Australasian Railways Commissioners' Conference recently held in Melbourne. Seated round the table (from left to right) are Messrs. W. A. Webb (chairman), J. Fraser, N.S.W.; H. W. Clapp, Vic.; W. M. Shannon, Vic.; T. B. Molomby, Vic.; J. McGuire, S.A.; J. W. Davidson, Q.; F. J. Jones, N.Z.; and N. Bell, Commonwealth. Mr. C. Miscamble, Tas., was absent when the picture was taken.*

taining every conceivable sample of tropical vegetation, and both adjoining the lordly Barron River.

Mention must be made of the wonderful moth collection of Mr. Dodd, whose work has been accomplished by life study of those insects, and it is a feature which should not be missed.

The loyer cane, from which whip handles, furniture, etc., is manufactured, grows in abundance, and we are informed by good authority that it is equal to the best malacca cane; but because of the lack of advertisement, few are aware of the commercial value of this valuable product. A few days here are all that can be spared, and we arrive again in Cairns.

Cairns is a very cosmopolitan town, and very few countries have not their more or less worthy representatives. Two theatres draw huge crowds every night, and the dancing palais built over the water has many patrons.

A day's trip on the Sunday to Green Island and the Great Barrier Reef is most enjoyable, and time passes quickly in exploring the wonders of the reef and surroundings. Coconut palms form the vegetation, and a quaint "New Guinea" hut completes the idea of a tropical island.

#### The Much-Talked-of Reef

As the tide is out, we wade cautiously across to the reef a mile and a half distant, avoiding huge clams, octopi, snakes and other dreaded sea life, most of which we encountered, and a few of which we imagined. We are rewarded by seeing the much-talked-of reef—in one sense a protection to the coast, but in another a treacherous line of hidden rock.

The 18-mile trip back to Cairns takes some considerable time, but we are enabled to see Cairns by moonlight, with the tall palms waving over the sheen on the water, the blending of light and shadow producing a unique effect.

Monday morning brings a reluctant departure, and the journey back to Townsville and eventually Brisbane is accompanied by that feeling of the nearly-completed holiday. The

journey from Brisbane, down the Tweed River from where Queensland gradually disappears in the distance, would take much more than the available space. Linking up with the main line at Maitland late in the evening, we reach Sydney in the early morning en route for Katoomba, later to Sydney.

If the tourist has our experiences, he will find the Queenslander hospitable and generous, the railway official obliging and courteous, and anxious to make his stay as enjoyable as possible.

People there have adapted themselves wonderfully well to the climate; their places of amusement, apparel, and mode of life are the essence of comfort, and it is to be hoped that in the near future the undeveloped resources will be commercialised, and the places of beauty and interest popularised to such an extent as to bring the southern States into closer touch with the north.



#### YOUNG V.R. MEN IN ENGLAND

WRITING to friends, Messrs. W. E. Elliott and L. C. Fox, who were selected by the Commissioners for experience with Clayton Wagons Limited, England, state that they arrived in England about the middle of May, and could not have chosen a worse time. The general strike was in full swing, and it took them some time to get their belongings together and reach their new appointments.

Mr. Elliott says that he has been so unsettled that he has been unable to write fully concerning his experiences, but "Magazine" readers may look forward to hearing something of conditions in England at a later date.

All the colleagues they have met at Clayton Wagons Limited are interested in the Victorian Railway Magazine, and by the time Messrs. Elliott and Fox receive their copies back they have been through a number of hands.

At the time of writing, Mr. Elliott says that conditions were bad in England. The strike had done a lot of harm, and Clayton Wagons Limited closed for a fortnight because firms would not order, as they did not know what was going to happen.

"We hardly expected to find ourselves out of employment a few weeks after arriving, but we are making the best of it," Mr. Elliott says, with characteristic optimism.

# A First Trip on a Train in 1834

Below is a quaint and vivid description of an observant passenger's first trip on a railroad train from Boston to Needham, a distance of 12½ miles, in September, 1834. The trip was begun in trepidation but ended in delight. The letter is reprinted from "Parley's Magazine," printed in 1834.

WELL, I have ventured at last upon the railroad. You know I have often told you that there must be more or less risk in travelling in so rapid a manner, and that people ought not to travel in railroad carriages for mere pleasure but only in the case of very urgent business. But as no serious accident has yet occurred in this region we have in a great measure dismissed our fears about the danger, and now everyone goes in them when he pleases, whether for business or pleasure.

I started in the cars that run from Boston to Needham, 12½ miles toward Worcester, at 3.30 p.m.

There were five cars in the train and perhaps sixty passengers. Five minutes before the hour arrived a bell gave us warning, and at the expiration of the five minutes another bell rang, upon which the train began to move. There was no waiting. Passengers one-fourth of a minute too late were not received. One who was a minute too late very coolly exclaimed, "Well, time, tide and the railroad cars wait for nobody."

## Proceeding at a Great Rate

For twenty or thirty rods at first our motion was rather slow, but by the time we had gone fifty rods we were proceeding at a great rate. The motion was considerably much more than I had expected, though pleasant. When we were pretty well under way one of the men climbed along from door to door on the sides of the cars to receive the usual compensation. His situation seemed to me a little unpleasant, for a fall would inevitably have thrown him under the wheels and killed him.

Travellers have said that a passenger cannot count the posts of the fence when passing them on these roads at great speed, but I did not find it so. Still, our motion was rapid, about equal to the running of a very swift horse. We had one opportunity of comparison. The turnpike ran parallel with the railroad for a considerable distance in one part of our route, and coming opposite a couple of gentlemen in a wagon they attempted a race with us. But we went the fastest and soon left

them behind, though I rather think the horse was not one of the fleetest.

The wind seemed to be constantly in our faces, both in going and returning. This was owing to the speed. Fire and cinders also kept driving back on us and occasionally burnt our hands and clothes slightly. This is one of the evils of railroad travelling, though not a very serious one.

It was pleasing to see the groups of children collected by the side of the path to see us pass, though one could hardly help smiling to see some of the boys, who were rather slow of motion, take up so much time in adjusting their feet and preparing to make their best bows that they made them to empty air, the cars having got by.

We stopped at two or three places in Brighton and Newton, but not long. I was agreeably surprised to find how quickly a halt could be made when desired. A man on a galloping horse could not with safety stop sooner. At one place where we stopped little boys brought wreaths of flowers to sell us, but there was not much time for the traffic. In one instance the train starting sooner than was expected and the passengers having taken their flowers, the boys were contented to gather their 12½-cent pieces from the sand by the roadside where they were thrown.

## Four Miles in Ten Minutes

The railroad often passes under bridges, and in a few instances over them. In one place it passes through a solid ledge of rocks which was excavated to the depth of nearly twenty feet. We passed directly by but one village. This was Newton. The fact is, that in order to secure the most level parts of the country and avoid high hills and deep valleys, the road often passes around villages and even through the most unfrequented places.

We returned safely at the usual time. We were an hour and a half travelling the whole distance both ways, viz., 25 miles, but this included our various haltings. Some parts of the route were traversed with far greater speed than others. The last four miles were passed in ten minutes.

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In our search for the essentials of success, then, we find three mental characteristics. To achieve in a large way a man must cultivate his imagination. He must learn to see beyond any set of facts and to visualise a new situation to be developed from them. Then he must be able to visualise his goal and keep it before him. Finally, he must possess the courage and enthusiasm necessary to make his dream come true.

Really "big" men are intensely human, and are lovers of their kind. They are sociable and affable. They do not wrap themselves in a veil of mystery and make themselves inaccessible. They are too busily engaged in living and enjoying life to hold up traffic while they admiringly relate their own exploits. One can easily distinguish the biggest men, because they are the least boastful, and the wisest men, because they are the least wordy.

# The Importance of Beautification

(By R. G. Elliott, Author of "The Australasian Rose Book").

The undoubted value of beautiful flowers, shady trees and restful green lawns in close proximity to offices, workshops and business premises is being gradually recognised and universally appreciated. Mr. R. G. Elliott, of the Car and Wagon Shops, deals with this matter in relation to railways.

**B**Y the most farseeing captains of industry throughout the world, the refreshing, invigorating influence of flowers upon the tired mind and weary body is ungrudgingly acknowledged, as witness the beautiful, well-kept gardens now to be found adjacent to leading industrial establishments here and in other lands, where, not a great many years ago, the idea of using valuable building space to establish gardens for the benefit of employes would have been ridiculed.

Men of keen perception have now grasped the fact that money spent in this direction is exceptionally well invested. They realise that, after the brain—whether of the worker at the desk, bench or machine—has been concentrated upon one class of work for hours in succession, there can be nothing so diverting and invigorating as a short stroll at lunch-time among beautiful flowers, inhaling the dainty perfume and feasting the eye upon their brilliant diversity of colour, blended perfectly by the gardener who revels in his work.

## Preference for Certain Flowers

The preference of individuals for certain kinds of flowers, the divergence of opinion as to the merits of different varieties of a kind, etc., leads to healthy discussion. Those who have attained knowledge impart it to their companions, and the general conversation ensuing on what is undoubtedly the purest pleasure indulged in by the human mind, disseminates the highest type of education; and it must be remembered that the merest novice in gardening—if he be of an observant nature—will frequently contribute something untouched by his better-informed companions.

When the bell rings, all troop back to work with bodies invigorated by the pure oxygen—manufactured and distributed by the trees and plants—which has filled their lungs, and with minds rested and refreshed by the pure, healthy thoughts inspired by that ten minutes' converse with the beauties of Nature.

We must all pay the highest tribute to the good work of our Chairman, Mr. Clapp, in taking the initiative in cleaning up railway premises generally, obliterating unsightly rubbish heaps, making offices and workshops healthier and more congenial, and endeavouring to instil into the minds of railwaymen the benefits to be derived and bestowed by all in practising cleanliness and tidiness.

Many of our more fortunate co-workers in railway offices and workshops can also testify to the beneficial influence of flower gardens and lawns to which they have access. Unfortunately, there are still some of our large workshops where no such privilege exists; workshops where the drab, murky atmosphere of smoke and furnace fumes holds sway unrelieved from 7.30 a.m. to 5 p.m.; where no

space has been reserved for indulgence in recreation; where, long ere knock-off time, the mind becomes clogged and the body weary and inert.

We hope, and indeed feel sure, that the good work will early be extended to these premises. Admittedly the surroundings may not lend themselves to beautification; but is not that the greater reason for its accomplishment? There may be difficulties, but surely difficulties were created only to be grappled with and overcome.

The uplifting influence of flower-beds and lawns at such workshops would not only mean a brighter outlook for employes—although sufficient in itself, but the improvement morally and physically resultant would undoubtedly be reflected in their general efficiency in the office and workshop.

The example set, interest created, delight and restfulness experienced, aspirations aroused and knowledge gained in the workshop's garden would instil a desire for greater beauty in the home.

Making and attending to the garden would keep the men at home, and thus wives and children would share more of their good company. As the garden developed and flourished, so would the love for it grow and its influence for good on their lives become more marked.

## Makes for Contentment

This would be reflected in the greater contentment and improved health of wives, while the environment created would go far towards moulding the character of the children and better equipping them to become the railwaymen of the future. They would themselves become better men, better parents, better employes, yes, and eventually better managers.

Quite recently I was lecturing on rose culture in one of the suburbs, and before leaving the hall had a short conversation with the mayor, who presided. He confided to me that at gardening he was a "regular dud."

"But," said he, "I never allow anything to prevent me attending these horticultural meetings. One always meets the very best class of people here, and I never leave a meeting without carrying with me the feeling that I am a better man for having spent an evening in such company." Everyone must be a gainer by communion with beautiful flowers and those who understand their language.

At the request of the Editor, I have accepted the task of awakening interest, and, with his kind permission, will continue our chat in future issues. I trust that nothing in this, or succeeding articles, will be accepted as criticism—except of a friendly, helpful character calculated to open up avenues of thought for the betterment of all.

# Track Locking Explained for the Uninitiated

The term "Track Locking" is not at all self-explanatory to the uninitiated, but it has crept into common use when describing the control of mechanically operated signals and points by the ubiquitous track circuit as distinct from power or automatic signalling. As the method of such control is not familiar to some readers, the following short description is given.

THE track circuit was described in general terms in the "Victorian Railways Magazine" for September, 1924, when it was shown how the running rails are used for the path of a low-voltage circuit, and how each circuit is insulated from adjoining circuits.

Under normal conditions and with the section of track circuit unoccupied by a train, current is flowing continuously and the track relay is energised. Immediately a train passes on to the section, the current is short circuited through the wheels and axles and the relay is de-energised.

In consequence, any circuit requiring current to pass through the relay contacts when the relay is energised is open circuited, and the apparatus requiring this current ceases to function.

The track locking of signals comprises the installation of track circuits and apparatus for permitting the signal arms to operate when conditions are correct and safe. Such apparatus has several names—slot, replacer, reverser, controller are a few which come to mind—but they all mean the same thing, viz., that unless the track circuit is closed, thereby energising the reverser (by which we will term the apparatus), the signal arm cannot be placed in the "proceed" position, and that when the track circuit is opened the signal arm will immediately go to the "stop" position, independent of the position of the lever in the signal box.

## Several Makes of Reversers

There are several makes of reversers, but the Victorian Railways for some years past has used the one designed by Mr. W. Reid when a Signal Inspector, and who recently re-

tired from the position of Special Officer, Signal and Telegraph Branch.

The accompanying photographs will help in following the sequence of operations about to be described.

Incidentally, it may be mentioned that either direct or alternating current can be used for operating this reverser. In the suburban area the latter is used when available, but in country districts, where battery power only is available, the former is used.

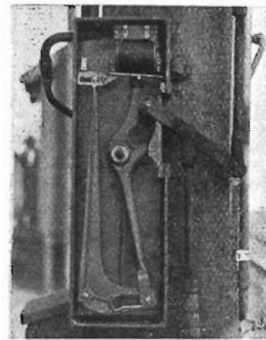


Fig. 3.

Fig. 1 shows the reverser with the signal lever in the normal position and the arm at Stop. Fig. 2 shows the signal lever in the reverse position (pulled over) and the signal arm at Proceed. Here it will be noticed that the armature of the electro-magnet, at the top of the case, holds in position an L lever connected at its other end to another lever fitted with an alligator jaw. This jaw forms the fulcrum for the sway beam, connected to the upright rod operating the signal arm, to move the latter to the Proceed position. Fig. 3 shows the result of opening the track circuit by the passing of a train or other cause. The electro-magnet is de-energised, and the pins are released from the enlarged ends of the slots, causing both levers to move. This results in the fulcrum being lost for the sway beam, and the arm goes to the Stop position by gravity.

The same action takes place should the signal lever be pulled when the track circuit is open. The signal lever can be pulled to the reverse position, and it will operate the weighted balance lever, shown somewhat briefly at the bottom of the illustration, but as the magnet is not energised the alligator jaw releases the sway beam, and the signal arm remains at "stop."

When the signalman replaces the signal lever to its normal position, the weighted lever falls, and a short re-setting rod, at the bottom of the case, rises and pushes the levers to the position shown in Fig. 1.

The length of section to be track circuited varies according to requirements. In some

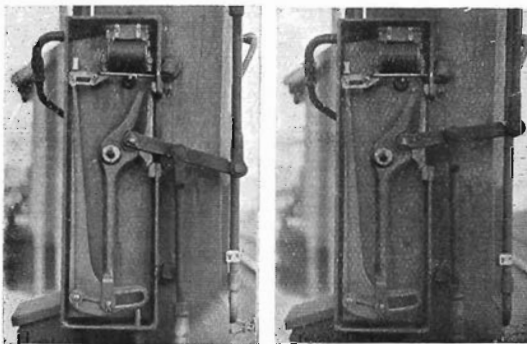


Fig. 1.

Fig. 2.



# £449,157,000—Australia's Production

Australia's Wealth is analysed by the Commonwealth Statistician  
in his Quarterly Summary

THE value of production in Australia for the 1924-25 financial year is set down at £449,157,000 in the quarterly summary of Australian statistics for June, issued by the Commonwealth statistician (Mr. C. H. Wickens).

The population of Australia at March 31, 1926, was 6,017,289 persons, the increase during the quarter being 25,205 persons, made up of an excess of births over deaths 20,408, and a net immigration of 4797.

Births in Australia during the March quarter of 1926 numbered 33,479, and deaths numbered 13,071, including 1978 of children aged less than one year. There were 11,166 marriages.

Arrivals during the quarter numbered 24,198, including 20,281 British, 668 Italian, 294 Jugo-Slavs, 118 Russians, and 89 Greeks.

"Nominated" immigrants during 1925 numbered 14,696, and "selected" immigrants 10,131, the corresponding figures for 1924 being 12,425 and 12,611 respectively.

The net tonnage of oversea vessels that entered Australia during the first nine months of 1925-26 was 4,027,283, and of that cleared 3,999,944 tons.

The oversea trade for the year ended June 30, 1926, amounted to £299,915,850, of which £151,445,493 represented imports, and £148,470,357 exports, the excess of imports over exports being £2,975,136. The principal exports of Australian produce during

the year were:—Butter, 987,997 centals, value £7,006,830; flour, 10,020,633 centals, value £6,839,361; wheat, 32,687,567 centals, value £17,263,901; wool, 8,249,454 centals, value £63,199,787; mutton and lamb, 822,190 centals, value £2,318,945; and beef, 2,150,898 centals, value £3,264,911.

An estimate is given of the value of production in Australia for 1924-25. This amounted to £449,157,000, comprising manufacturing, £137,977,000; pastoral, £121,891,000; agricultural, £107,096,000; dairy, poultry, and bee farming, £45,190,000; mining, £24,646,000; and forestry and fisheries, £12,357,000.

In the manufacturing industry, 439,949 hands were employed in 20,795 factories, and £81,360,021 was paid in wages.

Plant, machinery, land, and buildings were valued at £200,484,807.

The number of Savings Bank accounts open at March 31 was 4,131,698, and the amount on deposit £186,668,393, representing £45/3/7 for each account, and £31/0/5 a head of population.

The revenue of the Government railways for the nine months ended March 31 was £34,295,000, and the expenditure £26,308,000. Passenger journeys numbered 278,983,000, and train miles run to 51,656,000.

Flights by aeroplanes in the nine months ended March 31, 1926, totalled 4443 hours, the approximate distance covered being 353,612 miles.

cases it may extend up to the next signal, and in others it may be short and sufficient to put the signal arm to Stop when a train has passed the signal.

The above applies to the control of signals, but track locking is also used for the prevention of points being moved when a train is over them. In such cases the track circuit comprises the rails in the immediate vicinity of the points, so that the wheels are clear of the points before the track relay is energised.

The movement of points under a train is a most serious offence, and every precaution is taken to prevent this movement. At all interlocked facing points a length of angle iron is connected to the inner edge of the rail, and before the points are moved this must be raised flush with the rail to prove that nothing is standing over the points.

This length of angle iron is usually called a lock bar, although other terms used for this and similar functioning apparatus are locking bar, clearance bar, fouling bar, lifting bar; but the term "log bar," used by a Melbourne daily paper, was a new one to the writer.

Where it is inconvenient to place a lock bar or where track circuits are to be installed, it is usual to dispense with the bar but to retain the bolt, which mechanically locks the point blades, and to fix an electric lock on the lever operating the bolt. This lock is energised when the bolt lever is operated and the track circuit is closed. Should the track circuit be opened and the track relay de-energised, the lever is locked and cannot be moved.

At the present time, portion of the staff of the Chief Engineer of Signals and Telegraphs (Mr. F. M. Calcutt) is engaged in installing track locking from Heyington to Darling, 3½ miles, and from Alphonson to Ivanhoe, 2½ miles, where very complete arrangements are being provided for replacing the present electric staff arrangements of the single line working. Plans are also being prepared for the track locking of the following stations on the North-Western Line:—Nhill, Bungaree, Parwan, Melton, Kiata, Great Western, Beaufort, Buangor, Glenorchy, Bacchus Marsh and Ballan.

# Recent Increases in Freights & Fares

As from September 15 the increased fares and freights decided upon by the Government were brought into operation. The increase which, the Railways Commissioners claimed, was imperative to place the finances of the Railways on a satisfactory basis was not, however, granted, and the higher rates will represent only an average increase of approximately 5 per cent.

THE Commissioners have already told their story to the public as to why the increase in fares and freight rates was necessary, and a special pamphlet entitled "The Reason Why" was circulated throughout the State. In this pamphlet, the citizens of Victoria were asked to make themselves familiar with the circumstances.

It was explained that drastic increases had taken place in the cost of living during and since the war years; that since 1914 the cost of food and groceries in Victoria has risen by 57 per cent., and that it would be difficult to call to mind many articles used in business or in the home which had not risen similarly in price. Yet fares and freights rates had risen only 44 per cent. on the average.

## A Huge Manufacturing Concern

The Victorian Railways Department is just a huge manufacturing concern, which sells "service," and incidentally it aims to sell it to patrons at cost price. In common with all other businesses, the Department has had to pay much higher costs for material and labor, as well as increased interest charges on capital owing to the higher interest rates paid on new loans and loan renewals.

Increasing costs of the nature referred to can, to some extent, be met by economies in working. The Commissioners claim that such economies have been effected.

They further claim that these economies have been an important factor in enabling them to carry on for the past 5½ years without any increase in fares and freight rates (other than the recent adjustment of suburban fares in the competitive area), while, at the same time, they have endeavored to keep the service abreast of the times as far as it has been practicable to do so with the funds at their disposal.

## Economies Cannot Keep Pace

Economies, though they are constantly being made, cannot, however, keep pace with the rapid increase of expenditures which, by their nature, are beyond the control of the Department. This does not apply to the railways alone. The same position has had to be faced by practically every business, as evidenced by the increased price of nearly every commodity.

The principal reasons for the increase are, briefly, that the Railways Commissioners are being called upon to bear increased costs over which they have practically no control and which, since the financial year 1924-25, have amounted to £1,049,000. This increased expen-

diture is made up as follows:—

Increased wages under awards . . . . .	£531,000
Increased interest charges on capital due to the conversion of loans at higher rates of interest . . . . .	112,000
Increased cost of coal due to higher price . . . . .	106,000
Cost of operating Superannuation Act . . . . .	100,000
Provision towards the cost of installing automatic couplers . . . . .	200,000
<b>Total . . . . .</b>	<b>£1,049,000</b>

The Government has gone very exhaustively into the Commissioners' request, and, although impressed with the necessity for increasing the existing rates, it is not, at the present juncture, prepared to authorise an increase greater than that indicated. The increase in the freight rates and fares now authorised will amount to approximately £500,000 per annum only, or £420,000 for the present financial year.

It is pointed out that the rates applicable to raw materials for and the products of certain country industries which are now on a specially low basis will not be increased; neither will the suburban fares in the competitive area which were recently raised; whilst the rates for goods classified in Classes 1 and 2 will only be increased by 2½ per cent.

The rates for goods in all other classes—with the exception of stone and other road-making materials for shire councils, which is to be increased by 30 per cent.—will be increased by 5 per cent. It is mentioned that, notwithstanding the increase in the rate for stone and metal, they will still be carried at an unpayable rate. On the basis of the lower rate, the Commissioners have been losing approximately £100,000 per annum on this traffic.

## No Provision for Depreciation

The Commissioners had hoped to obtain a greater increase in freight rates and fares to permit of their making an adequate provision—estimated at £450,000 per annum—for depreciation, but this will not now be possible. Adequate provision is not now, and never has been, made for the depreciation of the railway property. The cost of replacing assets as they become worn out or obsolete is borne by the year in which the replacement is made, instead of by the years during which the depreciation actually takes place. The result is that it is left to the present and to the future to bear heavy costs of replacement which should have been borne by past years.

The establishment of a depreciation fund on sound lines is essential to the stabilisation of the finances of the Railways, and until contributions are made to such a fund on a scientific basis the true results of working will not be shown.

# A Visit to Australia's New Capital

Apart from their interest as citizens of Australia, Victorian railwaymen should be interested, as transportation salesmen, in Australia's capital city, Canberra, now in the making. Our first link with Canberra on a big transportation job was made last month, when the Victorian Railways Department, in co-operation with the New South Wales Railways, conducted a special tour to Canberra on behalf of the Victorian Branch of the English Speaking Union. This will probably be the first of many similar tours apart from the regular traffic which will be directed towards Australia's political centre.

THE tour was a success from every point of view, the 66 members of the party spending a highly instructive and enjoyable three days in the Federal Territory. They were loud in their praise of the arrangements made by the Victorian Railways Department for their comfort and convenience and for the hearty welcome extended by the Federal Capital Commissioners and members of the Commission Staff.

Canberra is 204 miles by rail distant from Sydney, 429 from Melbourne, 912 from Adelaide and 929 from Brisbane, from which it may be seen that the capital site is reasonably equidistant from the chief centres of population of the Commonwealth.

Three years ago Canberra was an area of meadows and grassy slopes, with a power station, a solitary co-operative store and a handful of newly-built houses to intimate its pre-war infancy and its post-war adolescence. Today there are 3000 workmen employed, and the population of the "city" is more than 5000 persons. The four square miles of the city area show still, for the most part, a landscape of emerald green, but that landscape is divided by concrete and asphalt roads laid out in squares and circles in the design for the new city. The countryside is rapidly being transformed into garden areas or surrounded by the outlines of the suburbs of the future.

## Admirable Site for a City

Whatever prejudices one may have had against the scheme of establishing a Federal Capital, one must admit, when visiting the area for the first time, that Nature has been lavish in its gifts to the Federal territory and that wisdom was shown in the selection of the site. The city area lies between two ridges of tree-topped hills, each ridge culminating at its distant extremity in a towering elevation. In the distance are snow-capped peaks. The country is undulating, which makes for change of vista.

One cannot visit the Federal Capital without being impressed, and it does not require a large amount of vision to realise the Canberra of the future.

"We are not building for the present generation," the Federal Capital Commissioners say, "but for the generation 50 and 100 years hence."

Here, then, are men laying the foundations for the capital of a Commonwealth—a city which in years to come will take its place among the leading cities of the world.

The city will be laid out on the most approved plan, eliminating all the mistakes of other cities, which, like Topsy, just "grewed." Gone will be the slums. Gone will be the smoking industrial districts scattered haphazardly throughout the city area. Everything is being built to plan, and a tour of the area gives one a wonderful conception of what that plan is.

"I would like to come back to Canberra every five years and note the developments." This remark was frequently made by members of the English Speaking Union during their tour of the Federal area. This expressed the feelings of everyone in the party.

Particular interest attaches to an inscription on a tombstone in the churchyard at Canberra. This stone was placed in position in 1848, and below the name appears the following:—"For here we have no continuing city, but seek one to come." What prophecy is in those words. The person who selected them had no idea that a city was to come at this very spot. The import of the inscription is particularly striking when one views from the eminence of the churchyard the city growing up around.

## Federal Territory is "Dry"

Life in the Federal Territory is unique in many ways. Citizens have no vote, either State or Federal. They pay no State income tax. There is no municipal council. There are no Federal laws, and until ordinances are passed the people are governed by the laws of the State of New South Wales. In addition to all this, the Federal Territory is "dry."

Affairs in the Territory are controlled by the Federal Capital Commission, which consists of three members, Mr. J. H. Butters (chairman), Sir John Harrison and Mr. C. H. Gorman, each an expert in his particular line, whether it be administration, engineering or town-planning.

The Commission has full authority to carry out Mr. W. B. Griffin's scheme for the building of the Federal Capital and to supervise life in the Territory. New South Wales courts are still being used, and the State details police and school teachers for duty in the Territory. The Commission defrays the cost.

Another interesting feature is that the freehold of land may not be purchased. Land is leased for terms not exceeding 99 years, and the rental is at the rate of 5 per cent. per annum on the unimproved capital value, which is determined by bids at auction or assessed by the Government. The (Continued on Page 54)

# How the Railways Handle Victoria's Export Fruit

The Railway Department has just completed handling the largest quantity of fruit ever exported from the State in any one season. It will, therefore, be of interest to know something of the methods adopted to ensure the expeditious and safe carriage of export consignments from the district of production to the ship's side.

(By W. R. Bunker, Room 10, Head Office.)

**A**N association, composed of about 25 export fruit agents in Melbourne and the country, known as the Fruit Handling Committee, receives practically the whole of the export fruit trade. These agents, usually in November and December prior to final arrangements being made for the commencement of the actual exporting of fruit, have interviewed the growers, inspected the orchards, and ascertained the quantity of fruit that will be forwarded by each grower. After a further inquiry by the agents, the members of the committee equitably allot the amount to be sent by each steamer, and as far as possible suit the arrangements of the various growers.

A few weeks before the beginning of the export season, which is usually about the middle of February, the Fruit Handling Committee supplies the Railway officer-in-charge of the fruit traffic and a representative of the Agricultural Department with a list of the names of the steamers allotted by the shipping companies for the transport of the fruit. This list also indicates the approximate date of sailing of each boat and the number of cases which will be loaded for the various ports, whether London, Liverpool, Hull, Southampton, Glasgow or Hamburg.

## Growers May Consign Their Own Fruit

It must be understood, however, that it is not compulsory for a grower to forward his fruit through the Fruit Handling Committee or an agent. He may consign his own crop provided he is cognisant of the modus operandi so far as business with the shipping companies is concerned.

Fruit inspectors are usually located at centres where large quantities of fruit are loaded—Pakenham, Harcourt, or Stawell. Inspection at the loading station is more desirable, not only for the Railways Department, but for the shipping companies too, as time is saved at the port of shipment by having the fruit dealt with more promptly at the steamer's side. Expense in loading is thus minimised and trucks are released more promptly.

The Office of the Superintendent of Goods Train Service is in continual touch with the shipping companies, and is always posted with the time and date of arrival of the steamers which are scheduled for the loading of fruit. Officers in this branch can, therefore, allot the dates so that the fruit will be conveyed to the seaport with the least possible delay, thus obtaining a maximum use of louvre trucks

and the avoidance of demurrage charges.

The shipping companies advise the office of the Superintendent of Goods Train Service about 10 days beforehand the time and date of the steamer's arrival, place of berthing, number of cases of fruit for which space has been booked by each export agent, and the time at which the steamer will commence to load, as well as the number of cases required on each day for each port.

## Getting the Fruit to the Ship

It is then that the machinery for getting the fruit to the port of shipment commences. A steamer taking, say, 50,000 cases of fruit could not load the whole consignment in one day. The company, therefore, usually intimates that 10,000 will be loaded on the afternoon of the first day and 20,000 cases on each of the other two days.

The railway officer-in-charge then gets in touch with those agents who have not supplied lists of the loading stations and the number of cases to be loaded. When all of these figures are available, he compiles a statement showing the names of the stations, names of agents for which the fruit will be loaded, and the number of cases for each, and then allots the dates upon which the fruit will be loaded.

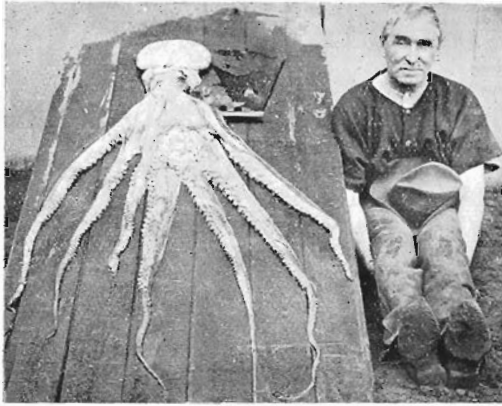
When this list is complete, the agents are telephoned the dates upon which the fruit must be loaded and despatched from each station. The agent then informs the grower, and the stationmasters at each station are notified by circular, a copy of which is forwarded to the Goods Superintendent to arrange to supply the louvre trucks.

## A Close Watch Kept

In addition, a close watch is maintained by Room 10 to see that the trucks are duly forwarded in ample time for the loading of the fruit. Another copy of the circular goes to the Agricultural Department to permit of suitable arrangements being made for the inspection of the fruit.

The allotting of the loading dates is at times a rather intricate matter, as on certain lines goods or mixed trains run only on certain days in the week. Then the shipping company requires a fixed quantity on certain days, and occasionally there are two steamers loading at Port Melbourne at one and the same time, and, in addition, perhaps one at Williamstown or Victoria Dock.

To overcome complications, therefore, it is necessary for the fruit for one steamer to be



The accompanying illustration depicts an octopus which found its way from the bay into one of our intake channels, and was caught on one of the screens which are used for the purpose of preventing sea-weed, mussels, and other marine matter from entering the condensing plant at the Newport Power House.

It is rather a large specimen, measuring about 7ft. 6in. when stretched out from end of one tentacle to end of another.

loaded in one truck and not in a truck intended also for another steamer. The officer compiling the loading dates must, of course, be very familiar with the train service throughout the State to ensure correct transport and avoid the possibility of consignments missing shipment. On the other hand, he must see that the trucks do not arrive too early, otherwise the consignee is charged demurrage and the Department loses the use of the trucks.

The export fruit is loaded into what are called louvre trucks, so named after M. Louvre, a Frenchman who invented them. The sides and ends are constructed of a series of panels or louvres, which overlap one another and permit of a free passage of air through the vehicle. Four-wheeled louvres hold 400 cases of fruit and six-wheelers more than 600 cases.

#### "Lubra" Trucks

Some consignors are unaware of the correct designation of these trucks, with rather amusing results. At times requisitions have been received for "lubra" trucks.

When the fruit is despatched, the station-masters at the loading stations telegraph the port of shipment, depôt stations, and the office of the Superintendent of Goods Train Service, giving truck numbers and the number of cases in each truck for each particular consignee. These details are recorded by the officer dealing with the fruit, so that a close watch may be exercised to ensure that the fruit is not delayed until it reaches its final destination, and so that the officer receiving the telegraphic advice shall be in a position to promptly answer any inquiry from the agents.

On arrival at the port and before being loaded into the steamer, the fruit is inspected by officers of the Agricultural Department in the event of a certificate not accompanying the waybills to show that the fruit has already been inspected by a fruit inspector at the loading station.

Fruit unaccompanied by a certificate from

an officer of the Agricultural Department is, of course, inspected on the pier. It is checked into the steamer by an employe of the Railways Commissioners and by tally clerks employed by the shipping company, the latter giving a receipt to the former after each truck has been dealt with. Any discrepancies which occur between the tally into the steamer and the railway waybills are almost invariably adjusted before the departure of the steamer. As a result of careful stowing in the process of loading into the trucks and of careful handling in transit, complaints of damage to the export traffic are seldom heard of.

It was expected, during the export fruit season just passed, that approximately 633,000 cases of fruit would be despatched overseas. Instead, however, owing to the unfortunate dry spell, there were carried by rail for export 510,307 cases, which, nevertheless, constituted a record for the State of Victoria.

The quantities of export fruit despatched from the principal stations were as follow:—Harcourt, 79,701 cases; Pakenham, 57,007 cases; Tyabb, 37,676; Somerville, 24,827; Narre Warren, 17,665; Beaconsfield, 17,246; Stawell, 16,121; Elphinstone, 14,104; Hastings, 10,173.

#### Fruit from the Goulburn Valley

Having dealt with the export portion of the fruit traffic, it would perhaps be interesting to give some idea of the huge quantity of fruit handled in the Goulburn Valley district during the fruit season. As many as 85 trucks were loaded in the Goulburn Valley on one day (March 29).

Notwithstanding the operations of the various canning and fruit preserving companies operating in the Goulburn Valley district, the quantity of fresh fruit handled this season constituted a record: 30,522 tons, composed of 1,224,710 cases, were loaded into 3685 trucks, being 3032 tons or 132,928 cases in excess of the previous season.

As the William pear crop coincided with the peach crop, one cannery despatched 21,000 cases of pears to Melbourne for cool storage. These were returned at a convenient time in good condition to be dealt with at the cannery.

A total of 934 trucks of fruit was despatched to New South Wales, and in not one instance was a complaint received of any shortage in the process of transferring the fruit at Albury. The sealing of truck loads of fruit has practically resulted in the elimination of loss owing to pillage, and complaints of shortage have been reduced to a minimum.

As an indication of the quantity of sugar handled, it is illuminating to learn that in one cannery alone 565 tons were used during the last season.

#### Cans Made in the District

The whole of the tins used for canning the fruit are made in the district. During the 1925 fruit canning season, 8,613,550 2-lb. tins were dealt with, while in the 1926 season the total was 14,357,590. These figures give some idea of the growth of the industry, which has received an impetus as a result of Government assistance in the establishment of overseas markets. The total weight of fruit processed from Shepparton, Kyabram, Mooroopna amounted to 12,601 tons or 504,040 cases.

# Payment of Claims Is a Drain on Our Revenue

By co-operative effort we have reduced the amount paid in claims each year, but there remains much to be done. Mr. P. A. Fankhauser, Assistant Claims Agent, in the following article, tells of what the Claims Prevention Committee is out to accomplish.

**F**IRST of all, let me tell you something of the losses sustained from various causes. When I tell you that in the financial year 1920-21 our claims bill was £59,000, you will understand how necessary it was for some organisation to be brought into existence to improve the carriage of goods.

During the year 1921 serious work in the direction of claims prevention was undertaken, and has been continued up to the present. Its results will be demonstrated to you when I say that, for the financial year just ended, the claims bill was reduced to £16,500. We realise that there is yet a great deal to be done, and with that end in view the Commissioners recently appointed a committee, representative of the various Railway divisions, to co-ordinate claim prevention work of all sections and to gain the active interest and support of our customers.

In speaking of the help that railway customers may give, let me quote a case of a large Melbourne association whose members dealt with hardware. We were having a great deal of trouble in giving correct delivery of sheet iron, piping, round and flat iron, because the several firms dealing in it, when sending to the railway, merely placed a daub of paint—blue or red, as the case may be—on the iron, without any address label, and expected us to deliver it safely to the owners.

It often happened that iron from two or more firms had to be loaded into the same truck and that it bore the same colour brand. Of course, we could not always deliver the iron to the people for whom it was intended, so we got into conference with the members of the association and told them our troubles.

## Appreciate Our Difficulties

They appreciated our difficulties, and together we worked out the way the goods should be bundled and what was a suitable method of addressing.

Over a long period we conducted experiments in the packing of eggs, and finally we found that it was better to discard the old method of solid packing in chaff and to adopt what is called the hollow method—that is, packing in good strong leatherboard fillers and padding the tops and bottoms of the cases with woodwool or straw. We have practically no trouble with the carriage of eggs packed in this manner.

We have investigated the proper methods of packing furniture, household effects, implements and machinery of all descriptions with success, and the services of our experts are available to anyone needing advice on methods

of packing and loading goods for safe transit by rail.

Address labels are issued which senders of goods and parcels may obtain free of charge at all stations, and on these labels we have set out spaces in which you may fill all the information necessary to ensure that your goods will be carried quickly and delivered correctly at their destinations.

These are a few of the things we have done to render good service, but we are not by any means satisfied that we have done all there is to be done. The claim payments for this year show conclusively that both those operating the railways and those using them have more to do in the way of claims prevention before we can reach that high standard of efficiency which is necessary.

## A Committee of Experts

Our Claims Prevention Committee is composed of men operating various branches of the Railway Service, by whom the problems of handling goods safely are being investigated. Each of them handles a different phase of the work. One, for instance, is interested in the movement of goods trucks through shunting yards and along the lines. Another is interested in the handling of goods through goods sheds and into the trucks. A third is interested in the movements of parcels by passenger trains and parcels coach.

Others are interested in freight matters and the examination of suggestions from customers and officials to improve the service, and it falls to the Claims Agent to hear what customers, who unfortunately suffer loss and want compensation, have to say.

Each of us in the course of duties gets in touch with some members of the operating staff, and each one is busy impressing on them that, whilst the first care of a railwayman is the safety of the public, his next care is the safety of their goods.

We find, as a rule, that the staff only wants telling the right way to grip what is required, and then do it. We try to tell each man where he has failed, and in this way we greatly improve the service given. We show the men how goods should be branded, addressed and stowed. We tell them how to handle trucks and vans so that goods will carry safely, and at the other end of the journey we instruct the employes how to safeguard all interests in handling and giving delivery. We have one object, and that is to reduce bad and careless handling so as to keep the business which our customers are giving us, and by rendering you good service, get more business.

We ask the public to (Continued on Page 57)

# A Matter for the Supervising Officer

(By Mr. E. Jackson, District Rolling Stock Superintendent, Ballarat.)

*Boasting of our wealth and virtues rare,  
What are we but bits of earthenware?  
Fashion'd by one great Maker's hand,  
All mark'd with the same great Maker's brand.*

*Some of us are fashion'd tall and fair,  
Vases for the mansions, Dresden ware;  
Some of us as ornaments are prized;  
Some of us are useful, and despised.*

*Some of us are big pots lined with gold;  
Some of us are "mugs," and bought and sold;  
Some of us are "broke," ah! that's a fact;  
Some of us are not broke, only cracked.*

*Some of us are fashioned fine and true,  
Ev'ry ray of sunshine gleaming through;  
Some of us are coarse and chipped and stained,  
But fragrant with the balm of love contained.*

*Earthenware, just earthenware,  
Vessels of clay, just earthenware.  
All of us made by the one great Potter,  
Some as white as porcelain, some as brown as  
Terracotta.*

*Earthenware, just earthenware, that the  
Master will repair,  
When we go to the clay that we came from  
some day,  
BROKEN EARTHENWARE.*

**P**SYCHOLOGICALLY, mankind is analogous to "earthenware." No two men are alike. Each sees, thinks and acts differently. Yet each is efficient. That is, they are each capable of doing, and do, their jobs, but the degree of efficiency that they will give will be determined largely by the methods adopted by their supervising officer to produce that efficiency.

There was a time when results were obtained by instilling a fear of punishment into the minds of the men. Others mixed it a little by holding out the hope of reward. Even at the present time both these methods are employed more or less; but, fundamentally, they are unsound, and the results obtained are neither satisfactory nor permanent.

It is conceded that some men only give their best under fear of punishment, and that some men regard a kindly act or a word of advice as a sign of weakness on the part of their supervising officer.

## The Average Man

But not so the average man—and we are dealing with the average man—who is reasonable and amenable to reason, and desires to do that which is right and proper.

The ideal method, and, might I say, the only satisfactory method, of supervision, is that which will instil into men a love for their work. Scholastic attainments or masterly professional or trade abilities, whilst desirable qualifications for a leader and supervisor of men, may not be, and frequently are not, successful for no other reason than that the supervising officer had not equipped himself with the knowledge that would enable him to discriminate between the "mugs," "porcelain," "terracotta," etc. He did not know his men, and, consequently, could not instil into them a love for their job.

My advice to the supervising officer, and to those who have aspirations in that direction, is to study human nature, character and tem-

perament. Be a student of psychology. Regard it as a necessary part of your training for the responsible position you occupy or aspire to. Some men are naturally endowed with those essentials, which make the study comparatively easy. Others will find it more difficult, and some will never be able to determine which is the "Dresden ware" and which is the "flower pot."

At the outset remember that you are one of the earthenware family. Select yourself as your first subject for study. You will find out quite a lot about yourself that you did not know previously. You will probably get a shock at your own shortcomings. You will determine if you are "cracked" or "chipped," or if you are a "mug."

Altogether you will find that you have been studying quite an interesting personality; and, what is most important, you will know yourself and your limitations, and that is necessary before you can know your men and their limitations.

Your knowledge of yourself will also prevent your falling into the common error of placing yourself on the pedestal of infallibility, from which many have been swept with disastrous results.

One hundred per cent. efficiency is your objective, and I know of no better way of obtaining it than by the assistance of psychological study. It is fair to you, fair to the organization that employs you, and fair to your men.

Think it over!

Everyone who does anything is bound to make mistakes; they occur in every department of every business. The making of mistakes cannot be eliminated, but repetition of the same mistake can be avoided if you will take the trouble to get at the cause and correct it.

# How Energy Is Wasted

"Waste of energy means waste of money, and unnecessary effort or movement, involving the expenditure of time which could be devoted to reproductive work, just as surely represents loss of money as waste of heat or mechanical energy."—Mr. A. E. Smith, Chief Mechanical Engineer of the Victorian Railways, speaking in the Jolimont Lecture Hall on September 7.



**P**POINTING out that industrial concerns the world over were confronted with the necessity for reducing operating expenses to offset increasing costs of service, Mr. Smith said that attention was being focussed everywhere on the elimination of waste in power and supplies.

This was particularly noticeable in modern railroad operation, as the ever upward tendency in the price of material and labour, coupled with the serious competition of the road vehicle, had set railway administrators some very difficult problems.

"To those engaged in the utilisation of power and the supplies associated with power production," Mr. Smith said, "the most attractive source of economy is curtailment of these commodities consistent with efficient operation. It must be obvious to all of us that there is a broad field where, with proper organisation, great economies can be obtained."

All railwaymen were vitally concerned in this matter, as every branch was, in one way or another, a user of energy, whether in the direct use of steam production, heating, lighting, traction operation or other phases of working.

The Department's Coal Conservation Movement had been of great value, and substantial economies had been realised, unnecessary train movements eliminated and more efficient methods introduced. The more one saw and heard of the activities of the Coal Conservation Committee, the more impressed one was with the importance of its work.

## "Bottled Sunlight"

Coal, "bottled sunlight" as it had been termed by one scientist, was a perfect example of conservation, containing, apart from its value as a heat and power producing agent, the most wonderful combination of substances and chemical products.

It had been estimated that at least 10,000 years would have elapsed during the formation of one foot of coal, and as there were seams 100 to 300 feet thick in existence, some idea could be gained of the ages required for the formation of fields.

And yet what enormous waste of this wonderful substance was continually going on. Dr. Brabbee, a well-known German professor, had said that, with the observance of economy, 8,000,000 tons of coal could be saved annually in domestic fuel conservation alone, and that 12,000,000 tons were lost annually by the non-utilisation of heat that went to waste from other sources.

In Great Britain, moreover, the report of the coal conservation committee was to the effect that if large power plants, with units

of high power were installed in place of the many small electric generating stations, the enormous saving of 55,000,000 tons of coal would be attained yearly, and that the coal consumed would produce at least three times the present power, if used economically.

"Steam has made great strides during the last few years in modern electrical generating stations," declared Mr. Smith. "Pressures as high as 800 or 1200 lbs. per sq. inch are now applied to turbo-generators, and there are now in use more than 100 boilers of varying design, carrying pressures of between 450 and 800 lbs. per sq. inch.

"One of the most prominent is that of the Societe de Electrilité, at Flanders Langerbrugge power station, which has a working pressure of 56 atmospheres or 800 lbs. per sq. inch. Remarkable results have already been obtained, and the efficiency realised is in the region of from 28 to 30 per cent.

"This practically rivals the Diesel engine, which has been making a hard fight to displace the steam engine."

## Efficiency of 10 Per Cent.

The highest development of the steam locomotive at the present day realised an efficiency of 10 per cent., under ideal working conditions and operated by first-class enginemen. The locomotive, however, was from day to day moving from place to place. Frequently changing crews handled it with more or less skill under various conditions, which depended on the class of coal available, the suitability of the water in the district, and many other factors, so that it could be readily seen what would happen to the 10 per cent. efficiency unless means were taken to minimise some of the losses that resulted from those factors.

Although the motorman of an electric train was no longer a user of coal in the direct sense, yet he was just as vitally concerned in saving as if he "held the regulator in one hand and controlled the reversing lever with the other." He could use the power either wastefully or economically. Careful attention to specified coasting distances and proper judgment in braking created good timekeeping and conserved power.

Equally important were the officers and employes of the Transportation Branch, as the prompt despatch of trains, together with systematised economic movements and good methods in marshalling yards, saved the time of steaming hours and effected substantial economies in fuel and maintenance.

The opportunities of the enginedriver were so manifold that it would take too much time to refer to them all. His first duty was the education of the fireman, aided by the tactful





Three "snaps" taken in Balranald railway yard, showing the modes of transport utilised there.

Balranald is the terminus of the new Riverina line, and at present there is great activity there with wool. Up to the end of August more than 2000 bales had been despatched by rail, and the estimated total for the season is 15,000 bales. Previously this wool has gone to Melbourne per river steamer, and at present the river boats have not received one bale.

The motor lorries shown in one "snap" are from Mr. Chaffey's station, Manfred, a distance of more than 120 miles. The three-horse teams are from Till Till Station. The second waggon, with a load of 14 tons of wool, is the heaviest load ever taken over the river bridge. The bullock team is from Yanga Station.

and sympathetic help of the engineman instructor.

"A fireman begins his career on the foot-plate," Mr. Smith pointed out, "with practically no idea, excepting the theoretical instruction he may have received, of how to so place the coal in the firebox to secure proper combustion. Without instruction, he may take quite the wrong course and form habits which conduce to waste of fuel and which may prevent him becoming either a good fireman or driver.

"As an illustration of this point, I will tell you of an incident that came under my notice some time ago on one of the express trains. The fireman, an intelligent and willing young man, closed the door after each fire was put on, with the consequence that large volumes of black smoke followed the firings.

"I asked him why he closed the door, and he replied that he thought it was the best way, as it prevented the cold air striking the tubes. There was some thought in that, but I asked him if he had ever been in a gas-

works, and if so, what became of the gases that were released from the coal when it broke up. He replied that they were, of course, carried away into the gasometer, and quite understood that no combustion of the gases had taken place.

"I asked him why combustion had not taken place, and he then agreed that it was due to the absence of air above the fire. There was no trouble about opening the door slightly to admit air over the top of his fire after that. He realised that most of the inflammable gases must escape through the tubes to the atmosphere unless air is provided to ignite them.

"I have been trying to make a rough estimate of the coal that is wasted before our young firemen become proficient, and I am satisfied that it must amount to at least 10 per cent. of the coal used for locomotive purposes, practically £47,000 a year."

Professor Burshall, of the Birmingham University, in a lecture on the transformation of energy, dealt with the question of power in the future, and pointed out that there was probably only a sufficient supply of oil in the earth's crust to maintain the present requirements of petrol for about 30 years, and that, although benzol had proved a useful substitute, the power supply depended on the not unlimited amount of coal available.

#### Fruitful Possibilities for Economy

Leaving the question of how long the stores of coal and oil would last to solve itself with the passing of the years, it was our business to help on the work and find the means of surmounting the problem of conserving our fuel. No one questioned for a moment that the future presented fruitful possibilities for economy quite as great as existed in the past; but the problems would only be solved by devotion to study and education applied to technical and commercial training, conferences between leaders of industry, and co-operation between all ranks and branches of the Railway Service.

"It is most encouraging," concluded Mr. Smith, "to consider that through the medium of our universities, technical and business colleges, and the facilities for broadening their experience by travel in other countries, our railways are bringing forward young men equipped with the knowledge which is not only enabling them to take important positions in railway work, but to acquire also prominence in the industrial and commercial world. This vast continent has yet to be developed, and it affords golden opportunities for those who are ready to immerse themselves in the joy of work."

#### WHAT'S IN A NAME?

Kid gloves are made of lambskin.  
Turkish baths are unknown in Turkey.  
Irish stew does not exist in Ireland.  
Catgut is really sheeppgut.  
There is no lead in lead pencils.  
Camel hair brushes are made of squirrel hair.  
Java coffee comes from South Africa.  
Egyptian cigars contain Turkish tobacco.  
Brussels carpets never come from Brussels.  
There is no wax in sealingwax.

# Science and Everyday Life

The following article, taken from an American magazine, was read by the Bendigo District Superintendent (Mr. W. Tredinnick), and a simile drawn from it, at a recent meeting of the Fuel Conservation Committee.

"WHAT great changes you have witnessed!" wrote Mark Twain to Walt Whitman, on the occasion of the latter's 70th birthday. "The steel steamship, the railroad, the perfected cotton gin, the telephone, the phonograph, the electric light, the sewing machine, and the amazing products of coal tar, those latest and strangest miracles of an astounding age. You have seen anaesthesia applied and the dominion of pain overthrown forever. You have seen the slave set free, monarchy banished from France and reduced in England. In the years you have lived, more has been done to widen the interval between man and the other animals than was accomplished in the five centuries preceding."

What a letter the great humorist could write on this subject to-day! Monarchy has been banished almost entirely from the earth. We are a nation on wheels, and the space about us has been transformed into a carrier of music and speech. We navigate the air, take pictures of the insides of our bodies, broadcast photographs and photograph music. We refrigerate with heat, rear oysters from artificially fertilised eggs, and measure the length of thought waves sent out by the human brain. We make furniture out of steel, sugar from corn and motor fuel from molasses.

## New Industries Created Overnight

New industries are being created literally overnight, often displacing old lines of business that failed to recognise the coming of revolution. A few years ago thousands of people in India were engaged in growing indigo. Then came the by-product coke oven, giving us coal tar, and soon a way was found to manufacture a synthetic indigo from tar, doing away with the means of livelihood of the indigo growers of the Far East.

The future is hopeless for the individual or the corporation that gives thought only to the present hour. A short time ago the wood-alcohol industry appeared to have nothing to worry about. Suddenly news came of a method that gets methanol, a product similar to wood alcohol, from coal and water. In this process water gas is mixed with hydrogen, subjected to heat and pressure in the presence of a catalyst, and then the carbon monoxide and the hydrogen combine to form methanol. It is similar to the famous Haber process that the Germans first used to produce ammonia. Manufactured in this way, the cost of the methanol is so low that the wood-alcohol industry, with an investment of 100,000,000 dollars is at a loss to know which way to turn.

No one can forecast with certainty just how any new discovery is going to affect life and industry. The crowded subway has helped make sickness a community affair. The tele-

phone has revolutionised business. The automobile and the radio have made farming attractive. Railroad electrification is transforming slums into fashionable districts. The radiophone promises to revolutionise police and fire fighting methods, while wireless phones on trains are transforming railway coaches into busy offices.

Each day brings its new development. Einstein works a lifetime to give us his famous theory, the future value of which cannot be estimated by any living person. Most of the solutions of problems that he set forth have been investigated and proved correct.

## Conservatism Being Broken Down

Even in the great fields of rail transportation the wall of conservatism that restricted progress for so long is being broken through by the heavy guns of science. No matter whether it is plants, animals or machinery, progress seems to come in spurts.

Technical folks refer to these times of change as mutation periods. Rail haulage is now entering such an era. The deadly monotony of identical types is coming to an end. A new French locomotive uses steam first in a high-pressure turbine and then passes it on to low-pressure turbines. These operate a dynamo which supplies current to eight motors, one on each axle. This engine is said to be four times as efficient as the units in use to-day.

Diesel electric locomotives, now being introduced both in Europe and America, lay claim to high efficiencies and fuel savings running as high as 60 per cent.

## Economies in Steam Locomotives Limited

It is generally acknowledged that the possibilities for further economies in steam locomotives are very limited. The modern engines now in service utilise for useful work only about 5 per cent. of the energy stored in the coal or oil burned under their boilers. Even the friends of the steam locomotive do not anticipate an efficiency of more than 8 per cent. for this type of machine in the future. Compare this with the newly perfected oil-electric locomotive that can supply at least 20 per cent. of its energy to useful work under conditions not especially favourable. In actual practice the new oil-electrics are moving freight at one-quarter the cost of that moved with steam. Bearing in mind that the total fuel bill of the American railroads averages 500,000,000 dollars annually, the possible saving from this new machine reaches an enormous total.

The prediction is made that, if adopted generally, the new type of locomotive will reduce railroad expenses an average of at least 20 per cent. a year. Stand-by losses will be de-

# Victoria's Booster-Equipped Engine

*During the Australasian Railways Commissioners' Annual Conference in Melbourne they visited the Newport Workshops and inspected the first "Booster" equipped engine in Australasia.*

THE term "Booster" conveys very aptly an idea of the machine's function, which is, briefly, to impart an increment of tractive effort during times of exceptional power demand, as when starting with heavy loads or negotiating severe gradients at reduced speed.

The Booster is just a simple two-cylinder steam engine attached to the frame of the trailer truck, which is under the firebox of the engine. A cast steel bed-plate forms the axle bearings, and a third point support on the truck.

On the main shaft of the Booster engine

is a pinion, and on the trailer truck axle is a larger gear. Intermediate between them is a gear so arranged that it can be thrown into mesh between the pinion and the large gear by means of a bell crank, operated by a piston and actuated by air pressure. Admission of steam to the Booster is controlled by an auxiliary throttle.

Control is semi-automatic. When extra power is required all the engineman does is to throw in the Booster latch. Thereafter the Booster mechanism is so arranged that each part functions without further attention. There is no additional responsibility placed upon the engineman; nothing for him to look after. All the mechanism is enclosed, and is immersed in a bath of oil. It is thus dust-proof and waterproof.

creased, and the maintenance of power per ton-mile of freight moved will be cut in half. There will be a gradual abolition of turntables, coaling plants, ash pits, water stations, and a reduction in the size and number of shops and roundhouses. Perhaps the greatest advantage of this new traction unit is the fact that it can be introduced gradually and worked with steam locomotives without the necessity of the companies spending a lot of money on a broad programme of reconstruction. It is this necessity for large outlay and radical change that has prevented the rapid electrification of our transportation systems.

The oil-electric locomotive may not be the final answer to our problem, because our petroleum reserves have a very limited life. But it is a comforting thought that we may be relieved, even temporarily, of the smoke, dirt and noise of the steam engine. Smokeless traction also means a material appreciation in land values, and once it becomes a realised fact, it will take a lot to force us to go back to smoke and waste on our railroads.

## New Safety Devices

New devices are reducing to a minimum the probabilities of railroad accidents. The telephone has usurped the place of the telegraph on many of the roads. Loud speakers are being installed to increase the efficiency, and new machines now enable the track gang to do as much work in an hour as it once did in a day. The steam derrick on work trains takes the place of dozens of men in distributing rails, spikes, bolts, bars and plates. The electric rail-laying machine, handling 39-foot rails, does the work of ten men in uncoupling the old rail and of five men in bolting the new rail. Those machines with rail drilling units and many other devices provide us with the answer to the question as to why our railroads are now showing ability to take care of the peak loads in traffic with a facility never before exhibited.

## Young Railway Engineer for America



ON August 27 Mr. A. F. McLaren, a young assistant engineer in the Signals and Telegraph Branch, left Sydney by the "Niagara" on a visit to America to gain experience.

He will be away for 12 months, and will enter the works of the Kellogg Switchboard and Supply Co. in Chicago. He pays his own expenses, and

has been granted special leave of absence by the Commissioners.

Starting as an apprentice in the old Spencer Street Telegraph Workshops on July 20, 1915, Mr. McLaren was taken over by the Signals and Telegraph Branch on the formation of that branch, and, after two years' duty as draftsman, was appointed assistant engineer. He won the first "Harold W. Clapp" prize offered at the Institute.

Mr. McLaren has been keenly interested in the question of installing wireless in trains, and is looking forward to an insight into American practice in this direction.

He takes with him the best wishes of his many friends in the department, and was the recipient of several presentations before his departure. The Chief Engineer of Signals and Telegraphs (Mr. F. M. Calcutt), on behalf of the branch, presented him with a travelling rug, an attache case and a wallet of notes; and Melbourne representatives of the Kellogg firm tendered him a farewell dinner at Menzies' Hotel.

## Rotary Club Visit Spotswood Storehouse

THE Spotswood Depôt is now one of the "show" places of the Victorian Railways Department, and it was with obvious pride that Mr. W. M. Shannon, one of the Commissioners, and the Chief Storekeeper (Mr. C. W. J. Coleman) led members of the Melbourne Rotary Club through it on August 18. Instead of the usual club lunch at Anzac House, lunch was taken at the depôt. Mr. H. McRoberts, vice-president, was in the chair.

Welcoming the Rotarians, Mr. Shannon said that four years previously the value of the stocks in the railway stores had been £2,100,000. By careful overhaul and the application of new methods it had been possible to reduce the stock considerably, until to-day it stood at £1,400,000. The difference of £700,000 in the amount of capital represented in stock was equivalent to a direct annual saving in interest of £38,000.

Mr. Coleman said that the turnover of the stores represented £5,000,000 a year. Goods were supplied on requisitions from the various branches of the Department, and last year 2,500,000 requisitions had been handled.

In reorganising the stores the purpose of the Commissioners had been to promote efficiency with economy, and to ensure that materials for works in hand were ready when needed, thus avoiding delay and increased expense. These aims had been achieved.

The reduction in the value of the stock had been possible by instituting an improved system of housekeeping. Instead of having, as formerly, to consult many books, the storekeeper could now tell at a glance by actual inspection what supply of any particular goods was in the store. The employes became so accustomed to good housekeeping in the stores and to order, method, and cleanliness, that they were led to insist on similar conditions in their homes.

Members of the club were much impressed by the reclamation depôt, where used rails, sleepers, bolts, and other railway materials are given new leases of useful service. Even the metal borings are collected, sifted, and separated.

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### It Takes So Little

It takes so little to make us sad;  
Just a slighting word or a doubting sneer,  
Just a scornful smile on some lips held dear,  
And our footsteps lag, though the goal  
seemed near,  
And we lose the courage and the hope we had—  
So little it takes to make us sad.

It takes so little to make us glad;  
Just a cheering clasp of a friendly hand,  
Just a word from someone who can under-  
stand,  
And we finish the task we long had planned,  
And we lose the doubt and the fear we had—  
So little it takes to make us glad.

**ROYAL  
AGRICULTURAL  
SHOW**  
(MELBOURNE)

**SEPTEMBER 16<sup>TH</sup>-25<sup>TH</sup>**

**HOLIDAY EXCURSION FARES**  
Tickets available on forward journey  
from 10<sup>th</sup> to 25<sup>th</sup> September (both dates inclusive)

**FAST ELECTRIC TRAINS TO SHOW GROUNDS.**  
Frequent Service ~ 10 Minutes Journey

*As one of the adjuncts to the campaign for increasing traffic to the Melbourne Royal Show, the Railways Commissioners issued this fine poster in striking colours. It was displayed on all stations throughout the State.*

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## Councillors Appreciate Better Farming Train

AT a recent meeting of the Ouyen Council Cr. A. R. Thorne said he would like to see a letter forwarded to the Railways Department, expressing appreciation of the visit of the Better Farming Train. Cr. Glen supported. It had been a great thing for the shire. The only drawback was that time was all too short to enable one to receive the full benefit of the exhibition.

Cr. Rowe added a word of appreciation, and Cr. Kruse said that residents from South Australia had crossed the border to view the train. He suggested that the Department be asked to arrange another visit to the Mallee in the future. Murrayville had never seen such a crowd as gathered from all quarters.

Cr. Voight also desired to congratulate the officers on the courteous manner in which they treated the people. Personally, he learnt a lot, conversing with the experts before proceedings officially opened.

Cr. Edwards said it was a better education than any Royal Show.

# Powers Freight Accountancy

How the staff can assist the Powers Freight Accounting System is outlined in the following impressions of a Relieving Stationmaster who did duty at Head Office.

ON the morning of our annual cricket match I was informed by our genial Mr. Spencer, of Room 68 (who one day instructs us to proceed to "Woop Woop" and then compassionately tells us a week or two later to proceed to "Suburbanville") that, together with two other R.S.M.'s, I was being sent to the Powers Division.

On reporting to the O. in C. of Powers Freight Accounting, we were informed that we were to check the "original" goods waybills and see that they were in order as regards commodity codes, analysis and other details. To hearten us up, he indicated bundle upon bundle which were required to be gone through.

For months that pile of waybills seemed to never decrease in size; but steady plodding at them told, and there came a day when we were able to deal with the waybills as they arrived each day.

## "Coding in My Sleep"

During this period my good wife informed me that several times she has heard me coding in my sleep. Sometimes I think this was a libel, but when I recall that pile of bills I wonder to myself, and think that perhaps it was no exaggeration.

At first codes were strange, as were the stations, too, to the system, and we found the work trying and tedious; but after a month or, so, as the stations got into the swing of the system and we got familiar with the codes, the work seemed more easier and very interesting.

Those days had their humorous side, too: metal coded as cream, sleepers as furniture, and similar typical errors.

Comparing the commodity coding when we commenced checking with that we checked the last week we were with the Powers, I am pleased to say that the coding has improved out of all recognition.

## What Happens to Your Waybills

Now for a brief outline of what happens to your original waybills, once they have left you. On arrival at the Powers, each station's abstracts (with the originals attached) are sorted into station order, commodity codes checked, illegible figures made clear, waybill numbers, mileage and analysis inserted (if you have forgotten to put them in) and are then handed over to the punching operator, who punches a card from the information shown on the waybill.

The cards are then sent to the tabulating machine, which prints from the information shown on the cards, a sheet called a tabulation. The totals for each station shown on the tabulation should agree with the totals of the station's inwards abstracts. If not, errors and omissions have to be traced and rectified.

You can imagine what the inclusion of a wrong original means.

The totals of abstracts and tabulations are then verified by means of cards termed master cards. The cards first punched are then sent to the machine room and run through a machine, which is almost human, called a sorter. This machine then sorts the cards into station and waybill number order, as they would appear on station's outwards abstracts, and are then placed through the tabulator again and a tabulation again made, the totals of which should agree with the totals shown on the outwards abstracts. Errors and omissions have again to be located and rectified.

The totals of tabulations and outwards abstracts are again verified by means of master cards. From the information gained the debits and credits are located for inclusion in advice notes.

Machine operators are members of the "fair sex." To see the speed at which card punching is performed is a revelation to the newcomer, but it must be borne in mind that their rate of speed depends upon the legibility of the figures on the original waybills. It is up to all of us who perform waybilling, to do all that we can to assist them in this respect.

## Staff is Out to Assist

An impression which struck me is that the staff are out to do all that they can to assist stations as much as lies in their power to do so. From personal experience I would like to ask all those whose duties bring them into contact with the Powers System to bear the following points in mind:—Clear figures, use of your station stamp at all times, correct commodity codes, analysing of waybills, and a general observance of the instructions relating to the Powers System. Errors and omissions cause more loss of time and annoyance to the Powers staff than you can imagine.

If in Melbourne, and you have a spare hour or so, go up to Room 182, Spencer Street, and see over the Powers System. You will find it extremely interesting, and I can assure you that you will receive a cordial welcome.

It is with feelings of regret that I severed my association with the "Powers," and in conclusion would like to thank the supervising officers and their staff for their courtesy and assistance to "a stranger in a strange land."

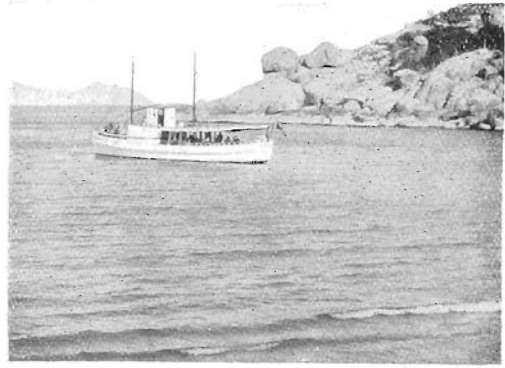
—W.J.P.



The popularity of fresh fruits is increasing in Great Britain, and that advertising has "turned the trick" is attested by a recent statement of the Fruit Trade's Federation. They credit their "Eat More Fruit" campaign of the past two years for the increased consumption of fruits throughout their country.



Panoramic view from Castle Hill, Townsville. The railway station is the large building in the middle distance.



The pleasure boat at Arcadia, Magnetic Island, on which holiday-makers travel from Townsville.

(See Article on a Trip to Queensland on page 15).

### Editorials by Employes.

## Avoid Over Indulgence in the Interests of Safety First

We are always glad to hear from our readers on any subject of general interest. This month, one of our electric train operatives, writing under the title of "Desmond," speaks on the dangers of over-indulgence.

DO we realise that one of the most essential parts of the "safety first" aspect of our life is the preservation of our health. Carelessness of health means carelessness of mind, which, apart from the health point of view, may eventually cause us to step into accidental disaster.

The best method of instilling into the youthful mind the harmful effect of over indulgence in anything remains yet to be unravelled. Human nature has at least two bad faults, namely, selfishness and carelessness. We must remember the old saying that you cannot put old heads on young shoulders, and if we look back on our youthful days and remember some of the good advice imparted to us by our parents and other elders who have gone through the automatic education of time, we will remember that, though we listened apparently attentively to such advice, it has just gone in one ear and out of the other.

Good advice is being repeatedly given by leading medical men, and also by the Railways Department, on the necessity for eating more fruit to provide the body with the valuable vitamins necessary to preserve the constitution.

I have in past years spent a good proportion of my spare time in athletics, more especially boxing. Therefore I am a believer in healthy exercise and moderate dieting, which both go to help to develop a healthy mind—the governing factor in the development of will power.

On the other hand, over indulgence brings

about laziness and idleness, which have a dulling effect on the brain.

During my walks around various big cities I have noticed helpless derelicts who have previously held good positions. Others come of good parentage and have gone through fortunes. Any attempt at redemption at this stage, with the majority of them, would be impossible. So on they go to the end of a wasted life.



Being naturally of an artistic nature, though not standing on a pedestal of merit, I have on several occasions sketched some of these characters. The accompanying sketch I have just recently executed from one of our public parks. His past history he half reluctantly gave me, and sighed at intervals at his misfortune.

If we will avoid over-indulgence and revert to moderate and healthy dieting we will have taken the first step towards ensuring success for the "Safety First" campaign.

## Interesting Railway People



Mr. C. Spencer, of the Metropolitan Superintendents' Staff, has been a Railwayman for Fifty Years

**E**XPERIENCE on three different railway systems has fallen to the lot of Mr. C. Spencer, who has just retired from the position of chief clerk in the office of the Metropolitan Superintendent. Before coming to Victoria he drew railway pay in England and Queensland, and his railroading service extends over a period of more than half a century.

Eight shillings a week was paid him by a munificent company when he started on the Midland Railway in England as a weighing machine lad in January, 1876, and after seven years' service he came out to Australia to try his luck under southern skies. He landed at Rockhampton, in Queensland, early in 1884, and entered the railway service in that State.

At Claremont, soon after his arrival, the young newcomer saw a blackfellows' corroboree for the first time, and witnessed the handing out of blankets to the aborigines on the Queen's birthday.

Mr. Spencer's association with the Victorian Railways goes back to December, 1884, when he joined up as a porter at Shepparton, and he wielded a pen in the District Superintendent's Office at Spencer Street, Maryborough and Ballarat, before coming to the Metropolitan Superintendent's headquarters in 1904.

When working with the English company he averted what might quite easily have been a serious accident. A team of bolting horses plunged out of a station goods yard on to the line right in the path of an oncoming express, and Mr. Spencer managed to drag the leader clear in the nick of time and with considerable risk to himself.

His plucky action was brought to the notice of the authorities, and he was rewarded with a whole five shillings.

Long Hours of Duty have often fallen to the lot of  
Mr. G. A. Tregear

**A**N old railwayman passed out a few weeks ago when Mr. G. A. Tregear, assistant shed foreman at the North Melbourne Loco. Depôt, was compelled through ill-health to retire from the Service. He started in the old Spencer Street Loco. Sheds in 1888, under Foreman T. Hulse, and worked as a fitter's mate with the late P. Alexander, then a Westinghouse brake fitter and afterwards manager of the Newport Workshops.

Mr. Tregear was one of the first crew allotted to the Bacchus Marsh banking engine, which assisted trains over the Ingliston bank. At first the pushing engine was not coupled to the rear of the train, and very often the train would draw away from the engine that was supposed to be assisting it.

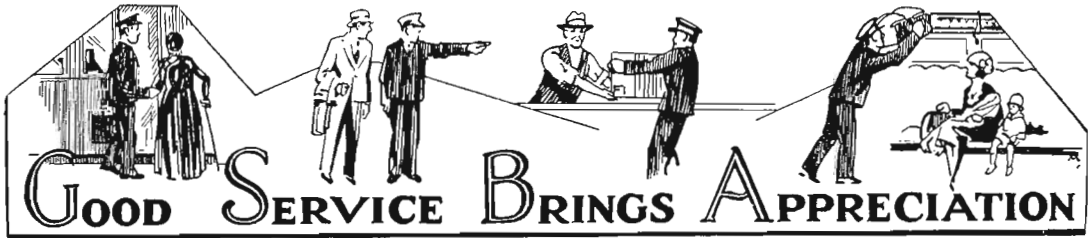
Frying-pans, gridirons, kettles and teapots formed portion of the equipment of engine crews in those days, as long hour trips were the rule rather than the exception. Mr. Tregear remembers firing on a North-Eastern engine after 7½ hours prior duty, finally finishing up with 24 hours showing on his time sheet.

On yet another occasion, when stationed at Maryborough, he was called at 2 a.m. to run the 4.30 a.m. Castlemaine goods. On his return at 12.15 p.m., Mr. Ross (irreverently known as "Jumbo") asked him to travel to Donald by the 1 p.m. mixed to run the 6.30 p.m. to Mildura. Although the luckless driver had never been past Donald in his life before, he duly performed the run, returning from Mildura at 7.30 a.m. on a hot dusty day, 29 hours after he first signed on. He resumed again at 5 p.m. the same day!

The North-Eastern District was the region for heat in the old days, according to Mr. Tregear. He fired on a cattle special to Strathmerton one sweltering day when the temperature was 116 degrees. The heat was so intense that a cloth had to be used to protect the bare hands from the handrails when oiling.

After the Sunshine accident, Mr. Tregear was selected to instruct men in the working of the first 30-ton and 15-ton wrecking cranes. He has also handed out advice to younger men on the subject of testing and other special work, and, on passing the loco. foreman's examination, was appointed in his present position at North Melbourne. He acted as shed foreman on several occasions before his retirement.





**D**URING the early part of this week, the writer had to send a 7-valve Utopia Wireless Receiver to Casterton. The staff worked all night on it, and it was taken to Spencer-street two minutes before the train left the platform. We are taking this opportunity of expressing our gratification for the manner in which your Cloak Room Staff handled this delivery. We might state that co-operation of this description brings about greater satisfaction.—**Meyer Bros. (Signed) J. J. Meyers, 320 Elizabeth-street, Melbourne.**

**U**SUALLY when things go wrong your Department gets plenty of abuse, and I am not above dealing it out myself, therefore, I think it is only justice when things are done well to give your Department credit for it. My truck of bees, consigned from Rowsley on September 1, arrived at the above address in perfect condition. Please accept my best thanks to you and your officers who had the handling of the truck. Your Stationmaster at Seymour I found it a pleasure to transact business with.—**Mr. D. M. Morgan, of Baddaginnie, writing to the Secretary for Railways**

**A**FTER retiring from business after 17½ years in Sale. I wish to convey to you and your staff, during your term of office at Sale, and also your predecessors, by sincere thanks for the courtesy and attention they have at all times given to me.—**F. E. Benussi, Proprietor, Star Hotel, Sale, writing to the Stationmaster, Sale.**

**I**FEEL that I should convey to you my appreciation of Mr. Jenner's (Drysdale Stationmaster) courtesy and consideration, by the help he has given in moving my stock and plant by rail from Drysdale to Gippsland. It is a pleasure to work with officers of Mr. Jenner's type.—**W. J. Stiley, Krowera, via Loch, writing to the Commissioners.**

**F**OR some time I have been very much impressed by the courtesy displayed by one of your officials at Middle Brighton Station, and I have taken the trouble to discover his name in order that I may place on record my appreciation. He is Mr. P. J. Zenner. Quite recently I had the misfortune to leave in the train a case containing valuable documents, and in my dilemma I appealed to Mr. Zenner. Prompt action was important, and although it was at a very busy time in the evening, my appeal was responded to with a spontaneous courtesy which was refreshing. After an infinite amount of trouble the missing case was traced and returned.—**F. B. Lucas, 22 Wellington-street, Brighton, writing to the Commissioners.**

### "Courtesy, Efficient Service Always"

*Writing in the "Illinois Central Railways Magazine," Mr. W. M. Madigan, a young Victorian railwayman seeking experience in America, says that this company has a fine body of employes, who have developed courtesy without servility into a fine art.*

**T**HE slogan of the Illinois Central System, "Courtesy, Efficient Service Always," appealed to Mr. Madigan as indeed fitting, because it covered everything essential to serving the public, and every employe endeavoured to carry it out to the letter.

"I would be content to spend the remainder of my period in America in the service of this company," Mr. Madigan says.

**I**AM directed by the Brunswick City Council to inform you that the West Brunswick Progress Association has forwarded to this Council a communication asking the Council to convey to the Railway Commissioners the Association's appreciation of the scrupulously clean manner in which the lavatory conveniences on the Coburg-Fawcner Line are kept, and I have much pleasure in conveying to you for the information of the Commissioners these complimentary remarks.—**Town Clerk of the City of Brunswick, writing to the Secretary for Railways.**

**A**S I lately have had to shift from Morwell to Castlemaine. I had our furniture sent here by train, and it arrived in such perfect condition, neither broken or scratched, and I am so satisfied about it that I feel it is my duty to write and notify you of the obliging and capable manner in which Mr. Abraham, Stationmaster at Morwell, attended to it, not only seeing that it was done, but packed the lot in the truck himself.

It was also the fact that I had heard the week previous to trucking this furniture that he had packed and trucked the bank manager's furniture with such care that I decided to send by rail.—**A. J. Halliwell, Farnsworth-street, Castlemaine.**

**T**HE courtesy of all Victorian railwaymen with whom we came in contact was very much appreciated. We were so pleased with the trip that we will certainly come again some day.—**Mr. Donovan, manager of the Broken Hill West Football Team which recently visited Victoria, speaking at a banquet tendered the Club at Bacchus Marsh.**

**T**HE following comment was recently inscribed on a card left in the dining car of the Sydney Limited: "The breakfast menu is as good as the dinner one; pork sausages, raisin bread and fruit being unique in quality and much enjoyed."—**Mr. and Mrs. M. H. D. Brierley.**





Mr. Roderick McLean, Stationmaster, Newmarket Goods, with his staff, who handle the Cattle Supplies for the Metro. Meat Supply. (See Article on page 13)

**A**T the close of our season, I sincerely wish to thank the Transportation Staff of the Seymour Railway Station for their courtesy and attention. This, I am pleased to say, is not unusual, as during my long official term with the Association, it has been my invariable custom to receive both civility and courtesy from the whole of the Staff. I wish to extend my thanks to the Staff.—**M. M. Minogue, Secretary, Waranga North-East Football Association, writing to the District Superintendent, Seymour.**

**I** AM writing to you to express my gratitude for having such an efficient staff at the Ringwood Railway Station. About nine months ago I came to Ringwood for my health. I had to get my medicine from Mitcham two or three times a week; I did not always know what train it was coming on. It was rather awkward for me, as I had only my little son, aged 6, to get it. The Stationmaster did not know me, and perhaps not yet, but I can thank him for being alive to-day. It did not matter what time of day or night I came he always managed to get it, and he treated my little boy as he did myself. One night I was desperately ill (heart attack), my heart medicine had not arrived, and we got word to the Stationmaster, and not long after the parcel was delivered to my door. To-day I am on my feet again, and I wanted to let you know what a conscientious and thorough gentleman he is, and likewise his staff. We have recently had a carnival up here, and there has been a lot of stuff sent up by rail, which has all been carefully handled.—**J. S. Jones, Wantirna-rd., Ringwood, writing to the Commissioners.**

**W**E do an extensive business throughout the North-Eastern and Goulburn Valley District, and, as an innovation, have recently extended our operations into the Riverina. As you are aware, carved marble and granite, in which we specialise, although cumbersome and heavy to handle, is of a fragile nature, and previous to the taking over of the transshipping work at Tocumwal by your Department, our efforts to gain a portion of this valuable New South Wales trade were not eminently satisfactory, owing to breakages and protracted delays at the transshipping point.

We have pleasure in bringing under your notice a recent instance of safe and expeditious transport. On July 16 we despatched two 16-ton truck loads of monumental work from Toorak, consigned to Berrigan, N.S.W. Much of the work was fragile, and the whole of very considerable value. In view of previous experiences, we were somewhat chary about setting out to carry out the erection of the jobs, as we had sometimes been compelled to wait about for days. However, on arrival at Tocumwal on Saturday, July 17, we were highly gratified to find that the trucks were on hand. We conferred with your Stationmaster (Mr. Beagley), who arranged for the prompt transshipment, the trucks being dealt with on Monday, July 19, and reached their destination next day in perfect order.

We desire to express our sincere appreciation for this outstanding example of quick transport, and shall be glad if you will also convey to your Stationmaster at Tocumwal our keen appreciation and thanks for his ready interest, and the prompt, efficient and careful manner in which transshipment was carried out.—**Barklamb Brothers, 73 Allison-road, Elsternwick, writing to the Secretary for Railways.**

**I**T IS with feelings of gratitude that I write to express my thanks for your many acts of kindness to us. The attention and courtesy we have received from you while travelling cannot be surpassed. The Railway Department possesses in you and a few others whom I would like to mention, viz., Messrs. Handsford and Byrne, men of sterling worth.—**Sister M. Berchmans, Convent of Mercy, Campdown, writing to Mr. H. T. Brown, Conductor, Warrnambool.**

**I** REGRET I did not see you when I was leaving to personally thank you and Mrs. Baker for the splendid holiday at Buffalo. I can assure you that during my six consecutive years at the Chalet, I have never found everything so congenial and well managed as it is at present, and I wish you and Mrs. Baker every success in your new undertaking.—**Mr. I. D. McDonald, Shire Hall, Marong, writing to Mr. Baker, Manager, The Chalet, Mt. Buffalo.**

**I** WISH to draw your attention to the very fine arrangements made by the District Superintendent (Mr. Maddern) for the comfort of girls and boys from this school when travelling to and from Hamilton on August 9 and 10. I would be glad if you could convey to Mr. Maddern, the Stationmasters at Ballarat, Ararat, and Hamilton, and the Conductor on the train, our appreciation.—**James F. Hill, Principal, High School, Ballarat, writing to the Commissioners.**

**M**Y wife and I have just recently returned from a holiday at the Chalet, Mount Buffalo National Park. I am pleased to say that we both thoroughly enjoyed the trip, and the staff at the Chalet—everything ran like clockwork. This was not my first trip, and I am in a position to speak of the many improvements which have been carried out at the Chalet, particularly as to the way the place is managed. In Mr. Baker and his capable wife you have the ideal couple for the management of such a place. Both were very attentive to the wants and wishes of the guests, and many expressed their appreciation to me, but I think it better to express such to you. There is a tone about the place now that is distinctly pleasant, and any complaints that may be made re strict supervision would, I think, be made only by the class of people that the Chalet would be well rid of.—**G. H. Watkins, 2 Royal-crescent, Armadale, writing to Mr. W. D. Bracher, Superintendent of Refreshment Services.**

**A**S I suspect that most reports concerning doings of your employees consist of more kicks than halpence, it gives me great pleasure to testify to the kindness of the Stationmaster (name unknown) at Noble Park. After four nights of working back, I was unfortunate enough to go to sleep in the train, waking up at Noble Park.

The Stationmaster, although I understand it was the last train, was kind enough to ring up Oakleigh for a car, wait with me for over an hour until it turned up, built up his fire, which was just about to go out, and made me two cups of cocoa.

His kindness was overwhelming, and I could not let it pass without commending him to your attention as a model of courtesy.

Your motto is too well known to bear repetition, but if this testimony helps him as much as his kindness helped me I shall rest content.—**H. J. MacLennan, 499 Little Collins-street, Melbourne.**



*A corner of the cosy rest room provided by the Railways Commissioners for typistes on the staff at Head Office.*

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## That Great Word—Duty

(By Miss H. Davis, West Richmond.)

**D**UTY! It has struck you with a fine, robust sound—just two syllables, with the anvil emphasis on what is due from man to man, from a man to his post, and to himself. Du-ty.

That super-phrase of the master man, Admiral Lord Nelson—England expects every man to do his duty—raises a world concord. By its inspiration, every man with a soul that is not dead becomes a hero, if not by the power of deed by the power of thought.

Duty is not an emotion. It is not a sentiment. It is a law.

With the lower orders of creation instinct actuates, as if they had reason, each to do its part for the common weal.

In man it rises from reason to his highest being. "He did his duty." That is the greatest thing writ.

The man that forges the links of the chain, that tempers the mettle of the engine, that fits the sections to be flawless, nowhere excusing himself as humanly imperfect, but aiming at being as humanly perfect as will power, concentration and developed intelligence can make him, is the man that does his duty.

Standing on one of the rises commanding Melbourne, looking down on the great rail system running in and out of our city, the mind is full of admiration of the men who control that organisation, from the super-brain directing and co-ordinating its branches to the men that engineer the forces of Nature and by their constructive genius turn them to the use and convenience of modern life.

That all comes of men who have done, who

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## New Rest Room for Typistes

**T**HE typistes in the Secretary's, Way and Works, Rolling Stock, Signal and Telegraph, Transportation, and General Passenger and Freight Agent's Branches might well be proud of the new luncheon and rest room accommodation which has been provided for their use in the basement of the Railway Offices at Spencer Street.

The luncheon room has been nicely arranged and tables and seats provided to accommodate about 50 girls, while in addition a cupboard has been installed for stowing crockery and other utensils. Lockers have also been provided for each typiste.

The rest room has been attractively furnished, and easy chairs, couches and rugs add considerably to the comfort of the girls and enable them to enjoy a quiet rest during their luncheon interval.

The rooms are under the care of Mrs. Syers, and there is a real touch of home about the new surroundings.

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do their duty.

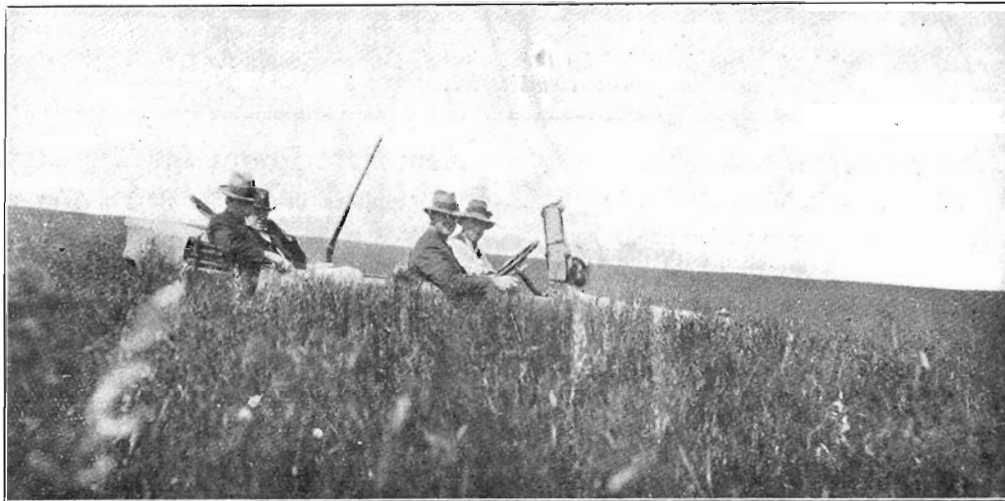
If they failed, the whole fabric, not only of this, but of our present-day, existence would crash.

Have you thought of how the solar system is run? Just by the same law that moves men to their duty; each part active in the scale of balance and harmony of the whole.

Get it into your mind, beaten deep, ineradicably on that sense centre that controls the will. Get it, not to forget. It is oil for the engine; meat for the man; bread for the children. It is a world to live in. And the truer the duty performed, the better that world.



*This is the camel train which works in the Underbool district, in north-western Victoria, carrying salt from the Pink Lakes to the railway. A considerable quantity of salt is obtained from these Lakes every year, and is consigned on the Victorian Railways to tanneries and other industries throughout the State*



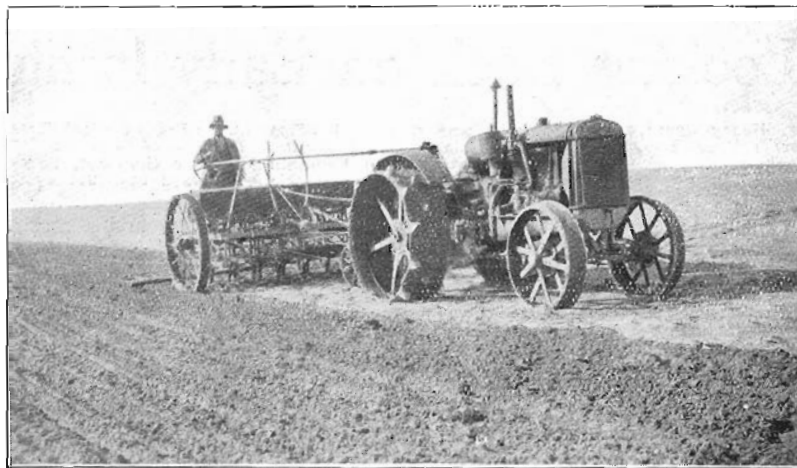
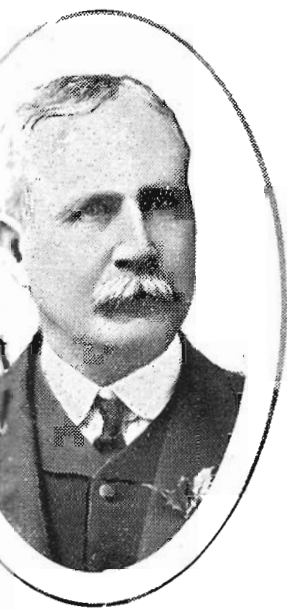
*Until recent years the Mallee was considered a desert, but scientific methods of farming have proved that it is one of the most productive areas of the State. So large is the quantity of wheat grown there every year that the Mallee has now come to be regarded as the granary of Victoria. This photograph, taken in the Murrayville district, shows a splendid crop, the like of which farmers are hoping to obtain during the coming season.*



*On the left is the new Parliament House at Canberra, the new Federal Capital, where the Duke and Duchess of York will open the Federal Parliament in May next year. On the right is the Cotter Weir. By damming the Cotter River sufficient water has been impounded to supply the needs of the new Federal City for sixty or seventy years. Provision has been made to increase the area impounded as the population increases.*

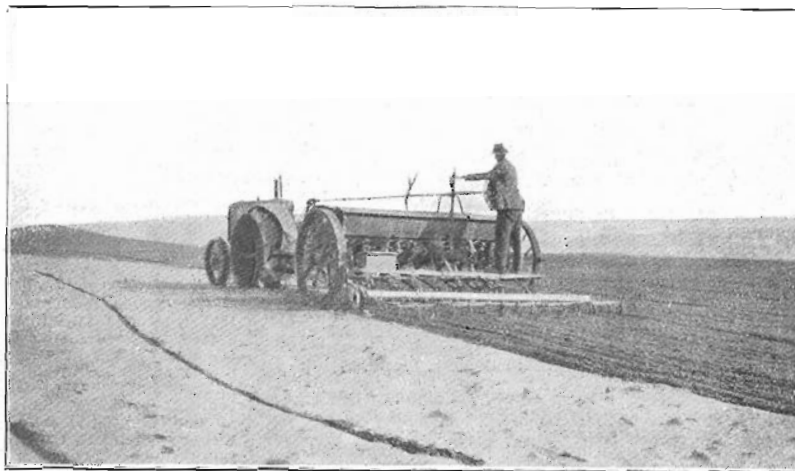
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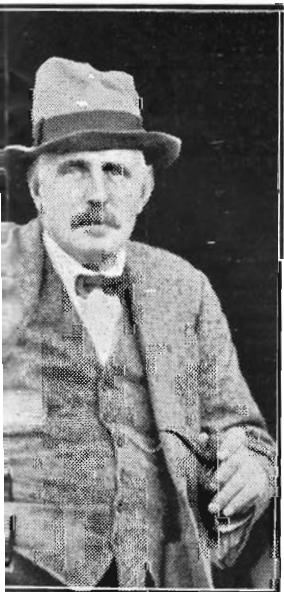


Tractors are being extensively used in the Mallee in place of horses for general farm work. This picture was taken near Murrayville, one of Victoria's distant outposts of settlement. It shows a tractor being used to haul a seed drill on a large wheat farm

Williams, hay and produce Maryborough, recognised as the biggest customer of the department rough. An interview with him published in the August number. It summed up the present railway situation at Maryborough as "One hundred per cent. efficiency."



Another view of a tractor at work on one of the Mallee wheat farms. No modern farm considers its equipment complete without one or more tractors. These tractors enable a considerable amount more work to be done than with horses



Midlaw, Mayor of Maryborough, in his extensive references to service by the railway at Maryborough was published in the August issue, was the chairman and one of the members of the twelfth session during their stay at that progressive town.



Mr. A. Lyons, Head Porter at Benalla, took a keen interest in Dried Fruits' Week and made a special display in the refreshment rooms at his station. Unique effects were produced by making birds from fruit, as seen in this photograph

# Looking Back on Early Institute Doings

Mr. Henry Janes, who formerly was a special officer in the Rolling Stock Branch of the Victorian Railways, now retired, and living in Tasmania, recently spent a holiday in Victoria. The following from his pen is interesting as early history of the small beginnings of the Institute, now grown to the large proportions which we find in the Victorian Railways Institute system of to-day.

**I**N Ballarat recently I paid a visit to the new Railway Institute Building at the corner of Lydiard and Nolan Streets, and was shown over it by the courteous caretaker, Mr. Williams.

It is a splendid building, well built, well equipped, and an ornament to the city. It should be a wonderful asset to the Railway Department. The Commissioners are acting wisely in providing good facilities for the education of their employees. The best service will certainly be obtained from those who are well trained in their particular class of work in Victoria's great railway system, and take an intelligent interest therein. The cost of such buildings and equipment to obtain this end is money well invested.

Retrospect is the privilege of those who have matured in years, and in no walk of life is retrospect more interesting than that of railway men. When visiting the above institute my thoughts wandered back 26 years to the time when the first Institute was formed in Ballarat, and, I think I can say, the first formed in Victoria. I know there were some in Melbourne, Bendigo, Ballarat, Geelong and other places who took a personal interest in the younger men, and had classes for their instruction, but these were more of a semi-private nature.

## The Ballarat Loco Class

In 1900 a movement was made at the Loco Shed, Ballarat East, and what was termed "The Ballarat Loco Class" was formed. The officers were:—Chairman, Vice-Chairman, Treasurer-Secretary, Two Collectors and Four Instructors. The entrance fee was 5/-, and the contribution 6d. per month. This money was all used for class requirements. Mr. Woodroffe, who was then Chief Mechanical Engineer, assisted and granted us the use of a room in the south-west corner of the loco shed. He supplied a table, seats, linoleum for the floor, a bookcase and cupboards (removed from Maryborough), duplicate parts of W.H. Brake, etc., etc. The W.H. Brake agency in Sydney supplied several large diagrams, which he had varnished and mounted on rollers.

The Baldwin Company of Philadelphia, U.S.A., supplied books, diagrams and other information concerning the Vaucrain compound engines, which were just then coming into use. The best obtainable railway books were purchased. Four monthly railway magazines (viz., two English and two American) were taken. Every 8 months these were bound. This enabled the class to keep quite up-to-date in railway matters. Rules were adopted. These were written out, signed by the Chairman and Secretary, framed and hung on the wall.

## Old Framed Rules Missing

I saw quite a number of the bound volumes, and other books at the new Institute, and had a look for the old framed rules, but could not find them. If they could be unearthed they would be an interesting relic of the old class.

Meetings were held regularly. General railway working rules and regulations, and all sorts of emergencies and accidents were discussed.

The knowledge thus gained was not only advantageous to the younger men, but older men benefited by it. For example—A W.H. Brake failure occurred on the Up Adelaide express at Great Western, caused 10 minutes delay, and another 20 minutes at Ararat. The engine driver was not a member of the Loco. Class.

On another occasion the same sort of failure happened to the Up Adelaide express, between Wallace and Millbrook. The driver in this case was a class member. The defect was remedied in 4 minutes, and the time was recovered before arrival at Bacchus Marsh.

About the middle of 1903 Mr. Thomas Tait (now Sir Thomas Tait) paid his first visit to Ballarat, and was very much interested in the class room and appointments. The day of his visit was very bleak and cold. He remarked on there being no

fireplace in the room, and, within a week, a fine kerosene heater was sent from Melbourne for the use of the class. This proved a great comfort to members during the cold Ballarat winters.

Sir Thomas at that time intimated his desire to form a Central Institute in Melbourne. The formation of the fine Institute at Flinders Street was the ultimate fulfilment of the desire then expressed.

The old class continued to be of great value for many years until a branch of the Central Institute was formed in Ballarat, when it merged into that.

The younger men have great advantages now compared with those of earlier days, and it is to be hoped the results of the splendid Railway Institute in Ballarat will be seen in good, up-to-date railway men being developed therefrom.

The following excerpt from the "Ballarat Star," of April 24, 1904, may be of interest:—

With the object of giving young men in the railway service an opportunity to improve themselves at their work, and also to qualify for engine-drivers, a class was started at the loco. sheds, Ballarat East, in September, 1900, and instructors in different branches of railway work secured.

## Of Great Benefit to Members

The class has proved of great benefit to the members, and they also possess a library confined solely to books on railway matters, and these have been taken advantage of by older men amongst the engine-drivers. To show their appreciation of the work done by the instructors and officers of the class, the students made several presentations yesterday, the ceremony taking place in the loco. sheds.

Amongst those present were Messrs. F. Upton (loco. inspector), C. Heinz (loco. foreman), and R. Fallow. The presentations were made on behalf of the class by Mr. D. Stewart (president), who referred in complimentary terms to the recipients—Mr. H. Janes (secretary), who received a Gladstone travelling bag suitably inscribed; Mr. J. O'Loughlin, a pair of gold sleeve-links; and Messrs. Hiddle and D'Angri, silver-mounted pipes. Each of the recipients made a suitable response.

The promoters of the class anticipated to a certain extent the plans which the Chief Commissioner (Mr. Tait) has formed for the instruction of railway men, and they intend to continue on the same lines.

**A**BOUT six months ago my daughter, aged 13 years, had a trip to Melbourne with a lady friend. When her holiday was at an end we found that she would have to return to Mildura by herself. Naturally, we were a little bit anxious about her, but when she arrived here she was full of praise for the way she was looked after on her long trip. I do not know the exact date of her return, nor the names of the various officials, but I found out the name of the Conductor on the train on the last stage of the journey, namely, Mr. McNally. This gentleman could not have treated her better, or looked after her more carefully than I would have done myself. I wish to express my appreciation of the services rendered.—**William A. Ross, "Carlovina," Seventh Street, Mildura, writing to Secretary for Railways.**

**O**N my retirement as representative of the "Carrum Borough Gazette," I wish to place on record my appreciation of the unvarying courtesy of the Stationmaster and staff at Chelsea railway station. My duties have continually brought me into contact with your staff, and I am more than satisfied that in Mr. Alex. McCullough the Department has an officer who is most painstaking and conscientious in the discharge of his duties, and one that will eventually make his mark felt in the railway service of this State.—**George Tongel, Late Representative, "Carrum Borough Gazette."**

# The Development and Use of Asbestos

Believing that many railwaymen, especially those in the engineering branches, will be interested in asbestos, we print herewith some notes concerning the industry.

WHEN asbestos was originally introduced to the engineering world in 1871 or 1872 and for some years afterwards there was some apprehension that for purposes where resistance to heat and steam was essential asbestos would take the place of indiarubber.

No doubt that has been the case, but not to anything like the extent anticipated, for it was soon found that while asbestos withstood the highest temperatures with practically no deterioration, its hygroscopic nature rendered it unsuitable where high resistance to moisture was required.

Here indiarubber came in, but rubber as generally manufactured was much more liable to perish than asbestos when constantly exposed to heat.

Consequently it was found that intelligent combination between the two articles was desirable in order to obtain the best results.

Asbestos has therefore for many years formed an important and increasing part of the products of indiarubber factories, and indiarubber has also been and continues to be extensively used in asbestos factories. Their combined uses have indeed expanded almost beyond belief, and it would be difficult to say to-day how, for many purposes, the manufacture of articles from the one could be efficiently carried on without the other.

## Varied Uses for Asbestos

A great deal has been written from time to time on the subject of asbestos, but it is astonishing that descriptive articles, even in scientific and technical journals and magazines, so often say little beyond reproducing quotations from obsolete encyclopædias relating to the use of asbestos cloth by ancient Greeks and Romans, who, it is said, thousands of years ago wrapped the bodies of their dead in this material, and made dinner napkins of asbestos, cleansing them, after use, by fire!

Whatever may have been done to protect the bodies of the dead, it is difficult to believe that asbestos, so treated and "cleansed," could ever have been suffered to come into contact with the lips of Grecian and Roman ladies!

It is true that a small specimen of cloth, hand-woven from Italian asbestos fibre by the ancients, may still be seen at the Vatican in Rome, but even the existence of this interesting relic would not convince us that similar material had ever been used as dinner napkins, except possibly as a means of unmerited punishment!

It was not until about the year 1800 that the idea was revived in Northern Italy that asbestos might be turned to useful account, and some experiments were then carried out in Lombardy which were to a certain extent successful, and earned for two enterprising

citizens concerned some distinction from Napoleon I. Intense political disquietude, however, prevented further developments, and for a number of years asbestos, although of some interest to mineralogists and geologists, was not regarded as of much practical or commercial value.

In the year 1866 three Italians, namely, Signor Albonico, of Sondrio; Canon del Corona (a Florentine cleric), and the Marquis di Baviera, succeeded in making some small specimens of asbestos cloth and paper, and endeavoured to interest the Italian Government in these articles. They failed, and whatever prospects they may have had of better success in other directions were defeated by the outbreak of the Franco-German War in 1870.

## Concessional Rights Obtained

Meanwhile they obtained concessional rights from various communal authorities in the Valtellina, Val d'Aosta and Val Susa districts of Northern Italy to explore for and to excavate the raw material. They obtained a considerable quantity, most of which consisted of fibre of fine quality and great tensile strength. Messrs. Furse Bros., bankers, of Rome, and others became interested in these excavations, and a company was subsequently formed in Glasgow in 1871.

At an earlier date, viz., in 1857, a Mr. Richard Lloyd, who had evidently heard something about asbestos fibre, took out a patent for an engine packing in which the use of asbestos was claimed, but there is no evidence of its having been put to practical use. A year or two later asbestos fibre of a white, flossy description was used for mixing with fire clay for gas fires, and the mineral first became generally known by the public in this connection.

## Asbestos Paint Was Used

About the same time asbestos paint was made and sold by Messrs. H. W. Johns, of New York, but to what extent ground asbestos was used as a pigment in this paint is not known, and most likely the quantity was very small. It remained for a Scottish company first actually to manufacture a steam gland packing consisting of loose carded Italian asbestos fibre which was enclosed in an outer covering of braided cotton yarn. They also made asbestos millboard for joints from the shorter fibre, and a non-conducting composition from waste fibre droppings and certain binding ingredients for covering steam boilers and pipes, and these three articles came into rapid demand.

Unfortunately this primitive system of making packing proved unsatisfactory, for small particles of gritty substances were often left in the fibre, and having worked to the surface



*SOME OF THE STAFF AT DANDENONG:—Back row (left to right): J. Blood, Signaller; J. Brown, Shunter; C. Murfitt, Enginedriver; — Kelly, Porter. Middle Row: W. H. Danks, Motorman; W. T. Carey, Lad Porter; R. Martin, Fireman; — Smith, Signaller; R. E. Hayden, Leading Shunter; H. Lardner, Clerk; F. A. Stubbs, Signaller; P. McGrath, Leading Shunter; — Ellis, Porter; — Gale, Porter; G. Smith, Guard. Sitting: C. Hinch, Parcels Clerk; W. Tacey, Guard; J. Callaghan, A.S.M.; J. Sullivan, Guard; H. Dawson, Porter.*

caused some damage by scoring piston rods and valve spindles.

About five years later a second company was formed under the name of Italo-English Pure Asbestos Co. Ltd., with a factory in Turin. This company succeeded in spinning, principally by hand, a yarn from Italian asbestos fibre, which was completely freed from gritty particles or other impurities, and twisted into a rope packing without any covering of cotton such as that originally used by the Glasgow company. This marked a considerable advance, and as the "Italo-English" Co. also succeeded in producing an exceptionally fine quality of millboard, made at Tivoli, near Rome, for cylinder cover and other joints, considerable orders were obtained from leading railways as well as from steamship owners.

#### Keen Competition

Keen competition then set in between the original group of mining concession hunters in Italy, the Glasgow Co. and the Italo-English Co. for the control of supplies of the raw material, for it was believed in those days that the Italian variety of asbestos was the only kind which was of real value, and prices were being forced up to abnormal figures. This led to an amalgamation in 1879, when the United Asbestos Co. Ltd. (consisting of the Glasgow and Italo-English companies and the asbestos interests of Messrs. Furse Bros.) was formed.

It is not surprising, however, that many unforeseen difficulties were encountered in preparing and manufacturing a material about which comparatively little was known at that time, and which, chiefly owing to the exceptional qualities and construction of the fibre in its native state, proved to be very difficult and costly to manipulate on an extended scale.

The use of ordinary textile machinery was out of the question. Considerable outlays were incurred in devising special plant to deal with the material, and many costly machines had to be successively scrapped. Consequently heavy losses were sustained in the early years of the United Asbestos Co.'s history, and these losses proved to be an onerous burden in the years to come and greatly retarded the company's progress. But much valuable pioneer work was accom-

plished, and under more successful management losses were gradually wiped out and profitable results subsequently ensured.

Meanwhile, in the early days of the United Co., other deposits of asbestos were discovered in the province of Quebec, which turned out to be the richest and probably the most famous asbestos mining property in Canada, if not in the world. While the chemical properties of this material were similar to those of the Italian fibre, there was a marked difference in their physical characteristics. The Canadian variety proved to be much easier to manipulate by machinery, differing only slightly in the more important details from that which was then in ordinary use in textile factories in Lancashire.

In connection with manufacturing, equally remarkable progress is shown, for in 1872 the operations of the pioneer asbestos company comprised three articles only, namely, cotton-covered asbestos packing, asbestos millboard for cylinder, steam chest, boiler door and other steam joints, and asbestos non-conducting composition for covering steam boilers and pipes.

To-day over 200 different articles are now made from asbestos. These and other special forms of manufacture are now used in practically every branch of trade.

At a meeting of the residents of Emerald and district, held at the Mechanics' Institute, Emerald, on August 5, on the motion of Cr. Treganowan, seconded by Cr. Butcher, it was unanimously decided that a letter be forwarded to the Commissioners of Railways, expressing our appreciation of the services rendered by Mr. W. C. Pascoe in the execution of his duty as Stationmaster at Emerald for the past nine years. He was always courteous, obliging and attentive to his duties, and also entered into the civic and social life of the district. We regret his departure from among us.—Emerald Council, writing to the Secretary for Railways.

I WISH to express my thanks and appreciation of a member of your staff. On a recent journey from Deniliquin to Mildura I had to make enquiries from a porter at Castlemaine. The information which I required was given to me by Porter No. 379 at Castlemaine, in such a manner that I felt I must write to you to express my appreciation. This man was exceedingly courteous and seemed to know just the exact answer to every question I asked him.—William A. Ross, Seventh Street, Mildura, writing to Secretary for Railways.

# Institute Musical and Elocutionary Competitions

THESE competitions have for several years been a popular annual event at the Institute. The President, Mr. J. S. Rees, made some very interesting remarks about them, which were broadcast by 3LO on the opening night, September 4th. He said:—

Ladies and Gentlemen,—The musical and elocutionary competitions commencing to-night will be continued each evening until Saturday evening, the 25th of this month. That is to say, there will be 19 performances before the finals are reached. There are two divisions, musical and elocutionary. As you will observe from your programmes, the items to be contested under the Elocutionary Division comprise Recitals, Recitations, Musical Monologues, Dialogues, Orations and Open Scenes.

In this division there are contests for those under 13 years of age, under 16 years of age, and for those of any age.

The Musical division is divided into two parts—Instrumental and Vocal. The instruments to be played are Piano, both for solos and duets; violin, solos and duets; Trombone; Cornet; and trios for any instruments. The vocal sub-division comprises solos and duets for all voices, and the ages in both sub-divisions are under 13, 16 and 18 years of age, and for competitors of any age.

These competitions have been arranged, and are being conducted, by the Council of the Victorian Railways Institute.

The Victorian Railways Institute, I may say, is an organisation originated by Railway employees some 16 years ago, with the liberal help of the Commissioners, who not only assist us financially, but personally. It has a membership of nearly 12,000.

Institute work stands for the betterment of railwaymen. In the Institute field the juniors of our service are provided with every facility to succeed as railwaymen—that is to succeed in their life's

work—and if they take advantage of these opportunities, and most of them do, they become good railwaymen, and a good railwayman is a good citizen, doing his best in his job and for his State. The older men of the service are also looked after, both educationally and socially, and the aim of us all is to provide railway service worthy of the State, the Department, and ourselves as employees.

We started these competitions in 1913 as one of our Institute activities. They lapsed during the war, but were re-started in 1923, and have been continued each year up to the present.

In 1923 we had 300 entries, 1924 400 entries, 1925 450 entries, and this year 546 entries, so you will see that we have improved in this respect each year.

The competitions are not confined to railway employees, several open events, in which other than railway employees are eligible to compete, being provided on the programme. We welcome most heartily our friends from outside the service to compete with us. That's a part of the community spirit which we foster in the Department and the Institute.

We feel confident of providing 19 evenings of interesting entertainment, and venture to hope that the public will support us. I might be pardoned for saying that our Department—which numbers about twenty-eight thousand employees—has produced many artists who have become famous in the musical world, and we are hopeful that these competitions will bring out others. Our adjudicators are Mr. Louis Lavater, Vocal and Instrumental Division; and Mr. A. J. Hawkins, Elocutionary Division. Both these gentlemen are well and favourably known in their respective professions.

With very great pleasure, and every confidence that they will be a great success, I now declare these competitions open.

## Musical and Sporting Carnival to Picturesque Daylesford

SATURDAY, 27th NOVEMBER, 1926

THE Council of the Victorian Railways Institute has decided to organise a Musical and Sporting Carnival on Saturday, November 27th, commencing at 1 p.m. The Commissioners have granted specially low fares, based on holiday and cheap excursion rates, as follow:—From Bendigo, return, 11/6; Castlemaine, 8/-; Ballarat, 6/6; Melbourne, 7/8.

Passengers will be carried by ordinary train to Carlsruhe, thence to Daylesford by special train. From Melbourne to Daylesford special trains will be run.

The Sports Meeting will be held in Victoria Park. An attractive programme of athletic events will be contested by leading athletes in boxing, wrestling, cycling, foot-running, disc, javelin, stone and hammer throwing, fire reel and ladder racing, national and fancy dancing, exhibitions of fancy skipping, etc., etc., and a musical concert by the Victorian Railways Institute Concert Band.

In the evening a grand instrumental and vocal concert will be given in the Town Hall by the Institute Concert Band, assisted by its vocal quartette party. On Sunday afternoon an open-air vocal and instrumental concert will be given at the Hepburn Springs arena, and in the evening a sacred concert will be held in the Town Hall, Daylesford.

## Geelong District

A COMPARISON of the wheat traffic dealt with at the Port of Geelong for the years 1925 and 1926 is as follows:—

	Season to 9/9/25.	Season to 9/9/26.
No. of bags shipped . . . . .	4,028,546	1,413,302
No. of bags in stacks . . . . .	104,541	17,508

During August this year five boats discharged a total of 23,191 tons of coal, as compared with four boats, totalling 17,011 tons in 1925.

Up to the present the wool traffic is practically the same as last year—1280 bales received from country districts up to the 4th of this month, as compared with 1297 bales for the same period last year.

A new siding has been provided at Gherang for a recently formed company, viz., Gravels Limited. The company anticipates good business supplying gravel to local shires.

Ballasting operations have been commenced with ballast obtained from the Manor pits. The Heywood pits will shortly be opened, from which to obtain supplies of ballast.

Transfers have taken place in this district as follows:—Mr. J. McCarthy, S.M., Beech Forest to Yarram; Mr. W. Roffey, Gembrook to R.S.M. attached to this office; Mr. E. Fitzgibbon, S.M. Casterton to T.S.M. Forest Line; Mr. L. Norwood, S.M. Jung to Casterton; Mr. W. Killeen, Train Running Officer for this district to S.M. Port Melbourne.

His many friends will regret to learn of the death of Mr. Sloane, late S.M. at Gheringhap, which occurred on August 26.





*I once took my dog "Ponto" for a ride in the train, writes Bendy, to Uncle Ben. The Guard would not let him ride in the carriage with me but led him away and put him in a little dark compartment in the van. Ponto resented this treatment, and declares that in future he will patronise the road. In the picture, you see him leaving his bush home in his single-seater motor car.*

**THE MUSICAL SOCIETY**, consisting of sixty male and female voices, under the baton of Mr. Gregor Wood, will give a concert in the Institute Hall on Saturday, October 9, at 8 pm.

An excellent programme has been prepared, which will include vocal and instrumental items by well-known artists. Seats may be reserved at the General Secretary's office.

The Victorian Railways Institute Orchestra will give a concert in the Institute Hall on Saturday, October 30th. Mr. Arthur Belcher will be the conductor, and no pains are being spared to present an attractive programme, consisting of orchestral, vocal and elocutionary items.

Reserve your seats at the Institute office.

On Saturday, November 6th, the prize-winners at the Musical and Elocutionary Competitions recently held at the Institute, will give a concert in the Institute Hall, when a varied programme of vocal, instrumental and elocutionary numbers will be rendered.

The Committee of the Railways Institute, Ararat.

Gentlemen,—May I, on behalf of my firm, present to you such paving blocks as you may require for the footpath of your new Institute?

We shall be glad to do this as a "concrete" appreciation of the unflinching courtesy one receives from the members of your Institute. Yours faithfully, W. Allen, Manager, Scott, Allen & Co., Concrete Specialists, Ararat, July 9th.

## CORRESPONDENCE CLASSES GREATLY APPRECIATED

The Institute Correspondence Classes are greatly appreciated by country employes, and many letters of thanks from them are received by the Instructor, Mr. J. C. Clarke. The two letters here following are typical:—

**DEAR SIR,**  
I wish to sincerely thank you for the splendid manner in which you handled my papers and enabled me to obtain my certificate for Guard in what I consider a record time.

From the time I joined up with the V.R.I.'s safe working class (15/5/26) until I was examined by the Block and Signal Inspector was just three months (13/8/26).

The Block and Signal Inspector congratulated me on the able manner in which I answered all his questions.

With my kindest regards and sincere thanks. Yours faithfully, D. Stone, Shed Porter, Donald, 20/8/26.

**DEAR MR. CLARKE,**

I must thank you for your kind assistance extended to me at all times in helping me to secure certificates: your papers for officers in charge of stations were a great help in my examination for A.S.M. I owe this to Mr. Hally.

I have made application to be examined in the 3 position signalling and overhead. Thanking you very much, yours, etc., P. L. Forster, A.S.M., Bungere, 12/7/26.

## HELPERS

The following are the names of donors who so generously helped to augment the Prize-Fund, organised for the purpose of giving substantial prizes to the successful competitors in the various sections of the Institute Musical and Elocutionary Competitions recently held:—Edgar A. Parr, Messrs. Patterson, Shugg Pty. Ltd., Marrickville Margarine Ltd., E. Rowlands Pty. Ltd., Rosella Preserving & Manufacturing Co. Ltd., N. H. Seward, A. Victor Leggo & Co., John Dickinson & Co., Craig, Williamson Pty. Ltd., A. J. Hanley, George Batchelor, Messrs. J. King Pty. Ltd., Max Wurcker Ltd., Alcock & Co. Pty. Ltd., Myer Emporium Ltd., Harmsworth & Robinson, Beauchamp Bros., Willis & Sons Pty. Ltd., G. A. Carter & Son, Taubmans Pty. Ltd., Coates & Co. Pty. Ltd., Edison, Swan Electric Co. Ltd., British Insulated Cables Ltd., Siemens (Australia) Pty. Ltd.

## CONFERENCE OF INSTITUTE REPRESENTATIVES

**A** CONFERENCE of Hon. Secretaries, Delegates from Institute Country Centre Areas, was held at the Central Institute on September 3rd. They were:—Messrs. Lowerson, Stewart, Revitt, Poliness, Best, Withell, Whyte, Byron, Leonard; representing Ararat, Ballarat, Benalla, Bendigo, Geelong, Maryborough, Seymour, Stawell and Traralgon respectively, and the General Secretary, Mr. Galbraith.

Many useful questions were submitted for discussion and adoption, such as:—System of Book-keeping and control of expenditure at Country Centres, system of controlling and conducting educational work, library requirements, system of controlling and conducting social functions, establishment of a wireless club, formation of retired railwaymen's social club, together with very many other cognate questions.



*A Group of the Men at Ararat who keep the wheels going round.*

## Looking Back Thirty-four Years

Extracts from *The Victorian Railways Gazette*,  
February 3, 1892.

NO time has been lost in making arrangements for the permanent survey of lines sanctioned during last session. Five survey parties went out a fortnight ago, and last week seven more left under the charge of Messrs. P. G. Duffy, C. P. Simmons, J. Darbyshire, J. Field, C. Babington, A. Simmons and H. J. Lawson.

The second extension of the Warragul to Neerim railway is now practically complete, and it is expected that it will be opened in the course of a week or so.

A St. John's Ambulance examination was recently held at the Seymour station, with very satisfactory results. Of 19 railwaymen who went for examination, four passed "with much credit," five "with credit," and eight "passed."

Mr. Lavater, who has retired from the position of accountant after 30 years' service, was presented with a handsome gold watch by Commissioner Speight, on behalf of his fellow officers. Mr. Commissioner Ford and Mr. Darbyshire supported Mr. Speight's good wishes for Mr. Lavater's future.

The Phoenix Foundry, Ballarat, has a contract in hand for the construction of a number of "E" class engines. The first of these was delivered last month, and ran its trial trip, Ballarat to Lal Lal and back, satisfactorily.

Queer things are left behind in railway carriages. The other day a full set of teeth was found in a carriage at Geelong, and up to the present no inquiry has been made for them.

To the Editor—Dear Sir,—You will be surprised to get this sketch along with this letter from a



W.A., railwayman. I suppose, but the S.M., Perth, gave me one of your Magazine to look at last week, and I think it real fine. I came from Eaglehawk to the West 26 years ago.

Seeing Mr. Coakley, one of your District Engineers from Benligo, over here on one of the trains I was checking, I later drew the sketch enclosed (I only draw from memory), which I hope is good enough to publish.

Many years ago a friend of mine, Bill Pearce, was in the Parcels' Office at Spencer-street, and if you know him give him my best regards.—WILLIAM DOWNES, West Subiaco, W.A.

## On the Colac-Crowes Line

Mr. L. H. McCabe, operating porter, Wyelangta, sends the following interesting account of his district, together with a photograph taken from the guard's van while travelling between Beech Forest and Wimja.

THE main industry on the line is sawmilling, the principal timbers being mountain ash and messmate.

Splitting is also carried on very extensively, such as palings, brewer's staves for cask making, mining lathes and fodder boards, commonly called "dumplings," which are used for binding compressed hay.

The average rainfall is 96 inches (8ft.) per year. It rains at times for a fortnight without stopping. (I've been here four years, so I ought to know).

Farming is carried on fairly extensively, but they are nearly all small holdings, except near the coast;



the main industry being dairying and potatoes. Otway potatoes always realise 10/- over top market prices, and swede turnips, which are of a very fine quality, are a very profitable investment.

There is plenty of blackfishing to be had about four miles from here, and some very nice fish have been taken. The biggest I have seen was 3½ lb., but very often 2 lb. and 1 lb. have been caught here.

The roads here are for six months of the year impassable for vehicles. The only means of getting about are train, horseback or walk, but we are gradually getting the main roads metalled, and in a few years hope to have a metal road from Colac to the coast.

## Watch for the Rebound

RAILS and sleepers have a nasty habit of rebounding after being thrown.

Each month brings accounts of employes being injured in this way.

## Don't Trust the Rope

SEVERAL mishaps to employes have taken place when fixing tarpaulins on trucks through the tie rope breaking.

Take care to see that the rope will bear the strain of your pull when placing truck covers in position.

The Editor, "Victorian Railways Magazine,"—Dear Sir—I desire to acknowledge, with thanks, the regular receipt of your splendid railways magazine. It is a publication that is a credit to yourself and your Department, and is always read with much interest. The contents are most comprehensive, and the illustrations remarkably clear and a distinct feature. Please accept my congratulations and appreciation.—M. WILKINSON, Welfare Office, Commonwealth Railways, Port Augusta.

# You Can Improve Your Mind With Draughts

(By BRISTOL)

Checkers is referred to as the intellectual game, because it brings into play, and exercises, man's mental faculties

**D**URING the process of evolution of the human mind, man's thinking and reasoning powers have become developed to a degree not possessed or known to savage man.

Many savage races could not comprehend numbers greater than five or six, and were unable to solve the simplest mathematical problems. A savage could not do mental arithmetic. "He lacked the mind equipment." Abstract ideas such as those of numbers were foreign to his simple intelligence; it would perplex him to count beyond five, because no spare hand remained to count the fingers that he required for units.

When bartering, each exchange had to be made separately, if sheep were to be traded for oxen, it would have sorely puzzled our savage brother to take six sheep and give in return two oxen.

He may have known perfectly a road from A to B, and again from B to C, but he would have no idea of a straight cut from A to C.

Compare his simple mind with the powerful human mind of to-day. It has required centuries of progress, enlightenment and education to make possible man's reasoning powers.

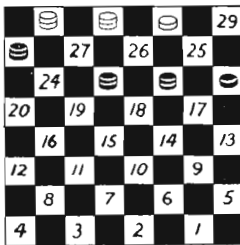
Combining amusement and education, Checkers should be a play habit of every youth, as well as of grown-ups. Greater vision and a more alert mentality contribute to the success of undertakings in all fields of endeavour.

The professional man, artist, inventor, business man—he whose mind functions easily and correctly in rendering service, profits by becoming a devotee of the great game. Scholars hold checkers and chess as their intellectual diversions, so with these thoughts in mind we hope to be a thorough combination railway team for attainment of further success, such as has been our lot on the first occasion of playing in the Draught Association matches as a team of railwaymen.

Next article I will deal with some rules which will be necessary to observe, so as to acquire habits which will prove invaluable in the journey through life. (A. B.)

**Problem "A."**

Known as the Fourth Position.  
(By Payne).



White—Kings, 32, 31;  
Single, 30.

Black—Kings, 28, 23,  
22; Single, 21.

Black to move and win, or White to move and draw.

**Solution to Problem 3.**

Known as the Third Position.  
(By Avery).

13-9	15-10	25-22	22-26
22-18	22-26	7-11	12-8
9-6	14-18	22-25	26-22
18-22 (a)	5-9	11-15	8-3
6-1 (b)	10-6	25-22	14-9
22-18 (c)	9-13	23-27	15-10
21-25 (c)	6-10	22-26	Black wins.
18-15	26-31	27-24	
1-6	10-14	26-22	
14-17 (d)	31-27	24-20	
6-2	18-22	22-26	
17-14	27-23 (e)	20-16	
25-22	22-25	26-22	
	2-7	16-12 (f)	

(a) If 18-15 play 21-25; if 6-1 White draws thus, 15-10, 21-25, 14-17, forcing a perpetual by 17-14, and 14-17.

(b) If 6-2, White draws thus: 14-10, 5-9, 10-6, 9-13, 6-10, 21-17, 22-18, 17-21, 18-22.

(c) If 14-10, then 5-9, 10-15, 21-17, Black wins if 22-18, instead of 10-15, then 1-5, 10-14, 21-17, 14-21, 9-14, wins.

(d) If 14-10, then 6-2, 10-14, 25-22, forcing the position back into the trunk line.

(e) If 2-7, then 14-18, which allows Payne's draw thus: 7-11, 22-25, 11-16, 18-22, 16-19, 25-30, and White draws by a perpetual, owing to the piece being on square 13.

(f) If 16-11, then 14-17 again secures Payne's draw.

Black—Mr. T. Grose.

White—Mr. W. Cambell.

9-13	5-14	15-24	7-23	12-16
24-20	27-23	28-19	14-9	29-25
11-15	4-8 (c)	8-11	22-26	16-20
21-17 (a)	23-18 (d)	22-18	31-22	25-21
8-11	14-23	13-22	23-27	20-24
25-21	26-19	18-14	22-17	22-17
6-9	15-24	10-17	27-31	23-18
23-18 (b)	28-19	21-14	17-13	17-14
9-14	11-15	11-16	31-27	18-15
18-9	32-28	20-11	30-25	21-17
			27-32	White wins.
			25-22	

(a) Now a weak line of switches, 22-17 is correct.

(b) 28-24 is best here.

(c) 15-19 is very strong here.

(d) Losing more, 28-24 seems O.K.

Annotated by Mr. J. Boyles, present State Champion.

**THE MAN WHO FAILS.**

The man who fails is the sort of chap  
Who is always looking around for a snap;  
Who never misses a chance to knock,  
Who neglects his work to watch the clock.

He is grouchy and slow when work begins;  
When its time to quit he jokes and grins,  
He is always as busy as busy can be,  
When he thinks the boss is around to see.

He believes that a pull is the only way  
By which he can ever draw bigger pay,  
And he sulks and growls when he sees his plan  
Upset by the "push" of the other man.

He's on the job when he draws his pay;  
That done, he soldiers his time away,  
While the men who tackle their jobs with vim  
Keep pushing and climbing ahead of him.

For the man who fails has himself to blame  
If he wastes his chances and misses his aim,  
He'd win if he'd use his hands and wits;  
The man who fails is the man who quits.

To prevent your spring mattresses from rusting and thus staining the ticking, paint with aluminium paint. Even if a mattress has been allowed to become rusty, the same treatment will be found satisfactory.

A few drops of turpentine on a woollen cloth is a good cleanser of tan shoes.

"Thomas, you are discharged," said the head of the firm.  
"But I've done nothing, sir," protested the clerk.  
"Absolutely nothing."  
"Exactly, that's why you're discharged."



**MEN AT DANDENONG WHO KEEP THE WHEELS GOING ROUND**—Standing—Back Row: (left to right): B. Pedder, Parcels Porter; H. Alexander, Linesman; T. Edwards, Vanman; R. J. Whitfield, Signaller; H. Larnder, Clerk; B. McDonough, Shunter; T. Bonfiglio, Shunter; T. White, Porter. Bottom Row (left to right): H. Mummary, Motorman; J. Shimmer, Guard; J. Sullivan, Guard; J. White, S.M.

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## Automatic Couplers

*The installation of automatic couplers is essential if substantial economies in railway operating are to be achieved, say the Commissioners in their annual report.*

**T**HE present type of drawgear is at the limit of its strength with modern locomotives, and further increases in loads are practically impossible. With the growth of traffic considerable savings can be effected by the use of larger and more powerful engines, but these cannot be introduced at present owing to limitations of the existing drawgear.

After very careful investigation, the Commissioners declare, we are satisfied that automatic couplers of the M.C.B. type represent the solution of the problem, and are the most satisfactory means of providing stronger drawgear than that at present in use.

Apart altogether from the savings which would be possible as a result of the utilisation of higher powered locomotives, the saving in the cost of shunting services and the cost of drawgear maintenance is estimated at £35,000 per year.

Automatic couplers of a similar type are already fitted on the rolling stock of the Commonwealth Railways and have been adopted as standard in New South Wales and South Australia, and as uniformity of gauge would be useless without uniformity of drawgear, the installation of automatic couplers on the rolling stock of the Victorian Railways system will, from this aspect alone, be a step in the right direction.

Moreover, the running of South Australian stock on the Victorian lines and vice versa is essential to the economical operation of the traffic, and in view of the fact that automatic couplers have been fitted to the South Australian stock, this interchange will become impracticable unless a similar course is adopted in this State.

The transition will, of course, occupy a considerable time—probably five to ten years; and as little financial benefit will accrue until the conversion is completed, it is essential that once the work is commenced it be pursued in earnest so that it may be completed at the

## New Electric Railway

**A** NEW electric line from Newport to Altona was opened for traffic on October 2. This line is about two miles long.

When the line was examined before electric trains were introduced, it was found that much of the track could not carry electric trains travelling at high speed. Sections of the line had, therefore, to be re-ballasted.

The introduction of electric services on this line has resulted in a greater number of trains being run daily, and also a reduction in the journey from Melbourne by five minutes. Considerable development is expected in the Altona district as a result of this increased means of transportation.

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## Dookie College Farmers' Class

**A**LL available accommodation was again applied for in the farmers' class at Dookie this year, and eventually 80 farmers attended from 67 centres, representing all the principal farming districts of Victoria and Southern Riverina.

The class ran for 10 days, from August 17 to 27. Set lectures were delivered in the mornings and evenings, and practical demonstrations in the afternoons. In the case of the latter, the class was divided into seven small groups.

In addition to the college staff, a number of visiting lecturers assisted. These included private stockbreeders, as well as officers of the Agricultural and other Government Departments.

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The joy of living is to be interested in one's job, and to attempt to do it well. The man who has no interest in the work he does, no matter how much his income or how high his title, is but a galley slave.

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earliest possible moment.

Supplies of couplers are now being obtained for the equipment of new trucks, and, to a limited extent, for the conversion of broad-gauge stock.

Why My Job Is Important

## The Signalman's Duties Are Important

Train signalling in its various phases, as established in the Victorian Railways, is probably one of the most up-to-date systems extant. Modern instrumental equipment of the latest pattern is installed in the signal-cabins as well as on the tracks, and operated by a specially-selected staff of Signalmen, whose duties are laid down in a very definite code of printed Departmental Rules and Regulations. Mr. Harold Jones, Special Class Signalman, "C" Box, Flinders-street, has something interesting to say about this job.

**O**UT of all the jobs in the Department, that of signalman probably is one of the most important. From the time he first receives his appointment to the position of signalporter, and onwards to the day when, by qualifying examination, he is deemed fit to be appointed to the Special Class, he realises that upon himself at all times there rests great responsibility.

A visit to any signal box in the Melbourne Yard would convince the most sceptical that the men in these boxes have a most important duty to perform.

When the visitor looks at the long row of levers, and in addition tries to decipher something intelligible out of all the clanging and ringing of bells, doubtless he realises that a signalman's duties can only be undertaken by men of the highest physical and mental calibre.

Of course it must be understood that the special class man only reaches this position after a lengthy period of hard work and training in the lower grades of signal boxes.

### Work Is Strenuous

It is true, though, that at times in the first and second class cabins the work is as strenuous as it is in the Yard boxes. In many of the cabins at the peak period the number of trains dealt with is surprisingly large.

Take, for example, "C" Box, Flinders Street, in which there are 160 levers and a large battery of instruments—it is regarded as one of the busiest signal cabins in the Southern Hemisphere.

The number of trains dealt with daily reaches a total of 1500, and at the peak period there are 87 train movements. If an average of 10 lever movements is allowed for each train, a record of 15,000 is reached in the 24 hours.

Many are under the impression that with the introduction of electric trains and automatic signalling, the duties of the signalmen, particularly in the inner suburban area, are less arduous. Such is not the case, however, for, where the electric train system is in operation the work has been speeded up, and in numerous cases greater responsibilities rest



upon the man in the box.

At Flinders Street one signal applies to no less than six different roads. Under the old conditions of two-position signalling there would be a signal for each of these roads, and the driver would know exactly to which track he would be diverted, whereas in a large degree, under the existing conditions, the responsibility for the safe transit of the train rests upon the signalman, as the driver merely moves his train in accordance with the signal that is displayed.

A signalman's duties and qualifications are defined in accordance with his correct performance of them, for upon him largely depends the safety of the travelling public, as well as the rolling stock.

In addition, he must be efficient in the particular phase of safe working in which he is engaged, and must also be thoroughly conversant with the operation of overhead electrical equipment.

### Definite Code of Bell Rings

The abolition of the block system of signalling trains has by no means lessened the importance of a signalman's job, for he has to signal the departure of trains to the signalman in advance by a definite code of bell-rings, and, in some cases, by means of an indicator.

In many of the boxes in the Melbourne Yard there is what is known as a "time release." This is an apparatus which governs the control over the road for which it is set.

If a route is set for a train, and it does not afterwards traverse that route, the electric approach locking is freed by means of the time release.

The release is usually set to take as long to run down as it would take for a train to clear the section controlled; thus, should a signalman by mistake set the switches for a wrong road, the traffic is held up.

It is frequently said that the expertly alert and reliable signalman is fashioned as a result of his experience, concentration and observation, combined with the ability to decide quickly, and act promptly.

Apart from this aspect of the question, however, I find the duties exceedingly interesting.

My experiences on the job are normal to a degree, and in this connection I may remark that railway accidents caused by faulty signalling are comparatively few; indeed, I think it can be said for the Victorian Railways signalling system, and its administration, that it is as complete as human ingenuity can make it.



# Personal.



## Wedding Bells

On 28/7/26 a pretty wedding took place at Wesley Church, Melbourne, when two prominent Bendigonians were united by marriage. The happy couple were Mr. F. Spooner, Accountant in the Bendigo Goods Office, and Miss F. Ridding, daughter of Ganger Riding.

Mr. Spooner is highly esteemed by his fellow officers and the general public. His popularity was evidenced in the presentation to him of a handsome canteen of cutlery. A further presentation of a clock was made to him by his Y.M.C.A. friends.

He is actively associated with the Y.M. in Bendigo, and was one of the team who distinguished themselves by winning the Austral Championship in Gymnastics at South Street last year. He is also Secretary of the Y.M. Football Club, and a keen football and basket ball player. An enjoyable honeymoon was spent in Sydney and Katoomba.



*Mr. J. Rist, Electrical Running Inspector for Melbourne's suburban service, as sketched by one of his men.*



*Mr. Searl, the popular Motormen's Examiner at Jolimont. Mr. Searl is also the secretary for the Jolimont Lecture Session.*

A VERY enjoyable evening was spent in Wae Wae public hall on 27th August, the occasion being a farewell and presentation to **Mr. Clifford**, A.S.M., who had been stationed there for the past three years. The Chairman, Mr. H. Mulligan, after making very appreciative remarks regarding Mr Clifford's activities in the district and obliging manner at all times, presented him on behalf of local residents with a handsome travelling rug.

The following transfers have taken place in the Maryborough District:—Operating Porter A. Eldridge, Avoca to Wyelangta; Operating Porter E. R. Paulig, Birregurra to Avoca; Operating Porter E. J. McDonnell, Moolort to Birregurra; Operating Porter L. H. McCabe, Wyelangta to Moolort; Yard Porter M. T. Wighton, Kyneton to Casterton; Mr. A. H. Potter, Clerk, Woodend to Windsor; Mr. C. E. Sunderland, Merbein to Woodend; Guard W. Hoskins, Lancelled to Woodend; Mr. F. G. Wilson, Clerk, Northcote to Donald; Mr. A. H. Cochrane, Acting D.P. Clerk, Donald to Merbein; Vanman P. Killeen, Woomelang to Flinders Street; Vanman J. Phillips, Warracknabeal to Woomelang; Operating Porter W. P. Gwynn, Birchip to relieving staff, c/o D.S. Maryborough; Mr. H. R. McLeod, A.S.M., to R.S.M., c/o D.S. Bendigo; Mr. K. J. Henshilwood, Junior Clerk, Maryborough to Redcliffs; Mr. G. Skane, Acting Junior Clerk, Redcliffs to Maryborough; Porter D. R. Brent, Redcliffs to Birchip, as Operating Porter; Mr. F. Sheed, S.M., Nhill to St. Arnaud; Shunter A. A. Conroy, Ballarat to Castlemaine; Mr. J. A. Fox, Clerk, Hamilton to St. Arnaud; Mr. C. V. O'Connor, S.M., Dunolly to Cressy; Relieving Operating Porter O. Sowden, c/o D.S., Maryborough to Warragul.

We have heard with sincere regret, says the Dunolly Express, that Mr. C. V. O'Connor, Stationmaster at Dunolly for a number of years, has received notice of his transfer to Cressy. Mr. O'Connor has proved himself one of the very best departmental officers ever stationed in Dunolly, and has won the high regard, respect and confidence of all coming into close contact with him in his official capacity. He has been an active and exemplary citizen of Dunolly, taking the keenest and most helpful interest in local affairs, and, as a member of the Dunolly Progress Association, he has done excellent service for the locality, and will be greatly missed. Mr., Mrs. and the Misses O'Connor will all be greatly missed in social and religious work.

After having being travelling Stationmaster on the branch line from Birregurra to Forest for some years, Mr. John Hosking is retiring. Residents along the line took the opportunity of saying farewell to him. From Dean's Marsh and the intervening stations residents journeyed to Forrest, where, on the platform during the time the train was at the terminus, a farewell function took place. Representative speakers, in addressing a large gathering of residents, said that Mr. Hosking, by his unflinching courtesy and attention to the Departmental affairs of the residents, had earned their highest regard, and they all regretted that he was leaving. On behalf of the residents, Mr. Hosking was presented with a well-filled wallet of notes. Mr. Hosking, in replying, thanked the residents for their unexpected gift, which he said was all the more appreciated because of the fact that it was only in carrying out his work properly that he had earned their kindly thoughts.

**Mr. W. Lancaster**, Leading-hand Fitter, Colac, who recently retired from the railways, after having completed 46 years' service, was the recipient of a travelling rug and case of pipes from the loco. staff, at a gathering they held to bid him adieu.

Various speeches were made, expressive of the high esteem in which Mr. Lancaster was held, special references being made to his long and honorable career in the service.

One of the oldest members of the staff at Spencer Street, Mr. M. P. Joyce, recently retired from the service, after having been at that station in a clerical capacity for upwards of 40 years.

At an informal gathering of the Inwards Parcels Office Staff on August 27th, a presentation of a handsome case of pipes was made to Mr. Joyce, the gift being handed over at the request of the staff, by Mr. F. H. Smith, the former officer in charge, who himself retired from the service early in the present year.

Briefly, Mr. Smith spoke of that high esteem in which Mr. Joyce was held, and his remarks were endorsed by Messrs. Pope and Cunningham.



Miss Ada Payne, for nearly six years on the staff of the Railways Institute as Clerk and Typiste, has resigned to be married.

Miss Payne's genial disposition and estimable qualities were such that they endeared her to the whole of the Institute Staff.

On the eve of her departure from amongst them, the staff met and presented her with several useful gifts, which were handed to her by the General Secretary, Mr. Galbraith, who, with others, had many nice things to say about the recipient, as well as to express their good wishes for her future welfare and happiness.

A pleasant function took place at the Jolimont Workshops during the lunch hour on September 3rd, when the staff assembled to say good-bye to their old friend, **Mr. W. H. Saunders**, Car Builder, who was retiring from the Railways after 36 years' service. L.H. Car Builder Mr. J. Scanlon, who presided, said he had known Mr. Saunders for a good many years, and had always found him to be a man.

Foreman Mr. Grant, on behalf of the subscribers, presented Mr. Saunders with a handsome cabinet gramophone suitably inscribed, and in doing so referred to the harmonious relations which had always existed between himself and his comrades at the Jolimont Workshops and elsewhere in the Victorian Railways. Others spoke of the recipient's many fine qualities, as a workman and comrade.

Under the able conductorship of Mr. Bob Bowden, the Jolimont Workshops Band rendered "For He's a Jolly Good Fellow," in which all those present heartily joined. The action of the band in so kindly assisting at the presentation was greatly appreciated by all.

A very pleasing incident was witnessed at the departure of the S.S. Katoomba for Western Australia recently.

As the vessel moved from the wharf, and the streamers linking the passengers to their friends on shore gradually severed, **Bandsman H. Trenberth**, of the Newport Workshops Band, who had been engaged in a band rehearsal at the Signal & Telegraph Workshops earlier in the day, and who was bidding farewell to his brother, beautifully rendered a cornet solo entitled "The End of a Perfect Day," and also "Auld Lang Syne."

This kindly and impromptu act was much appreciated by the many onlookers. Three ladies who were evidently much affected, personally thanked Mr. Trenberth, and said how much they appreciated his thoughtfulness.

### Seymour District

**T**HE Wangaratta and Albury Shows took place during the month, and although record crowds were in attendance, the rail passenger traffic showed a slight falling off, which is attributed to the increasing prosperity of the country, resulting in a large increase of motor car owners. The entries were a record in both instances, and the exhibits generally of a very high class.

During the past month the wool traffic from the border stations has been heavy.



At Rochester railway station recently, **Mr. Clive Robbins**, Lad Porter, was presented with a leather travelling bag, a rug, a shaving outfit, and an alarm clock, as a mark of the esteem in which he was held by Rochester traders, employes, carriers, and the railway staff.

Mr. Campbell, Relieving Stationmaster, made the presentation, and he was supported by Messrs. E. Mertens, D. E. Kennedy, F. Muller, B. Markey, Paul, Jackson and Grogan. Mr. Robbins returned thanks for the gifts, which he stated would always remind him of his two and a half years spent in Rochester.

A pleasant gathering of old friends and comrades was held in the Institute class room at Korumburra on August 22, to welcome their old comrade, **Ex-Driver Peter Todd**, of Port Albert, who retired from the service two years ago.

Mr. Harry Ashford, Driver, on behalf of the subscribers, presented Mr. Todd with a nicely framed certificate, also a neat shaving outfit, as a small token of their good-will.

Mr. Ashford spoke highly of the esteem in which Mr. Todd was held by his fellow comrades. He was supported by Messrs. Treloar, McCracken and Boarder, Drivers; and Messrs. Lehman and Byles, Firemen.

On the eve of his retirement from the service, **Mr. C. Gerber**, Blacksmith Striker, of Bendigo North Workshops, was the recipient of a gold watch and chain from his fellow workmates.

Mr. Gerber joined the service in 1901, at the Newport Workshops, and in 1913 transferred to Bendigo.

Mr. O'Neill, Workshops Manager, and Mr. E. Cobbin, Acting Foreman, and several other workmates spoke of the high esteem in which Mr. Gerber was held, and all wished that he would long be spared to spend the remaining years of his life in the golden sunshine of Bendigo.



**Mr. W. Leslie**, Sub Foreman Blacksmith at Newport Workshops, who recently retired, entered the Railway Department as a Blacksmith in 1909, and when the Bendigo Workshops were opened in September, 1917, he was transferred thither, and placed in control of the Blacksmiths' Shop. In the following year he was transferred back to Newport to replace Sub Foreman J. Hillman on his retirement.

During the last seven years he has acted as relief for the Foreman Blacksmith, Mr. Jaques, and proved himself to be a capable and conscientious officer.

Mr. Leslie was the recipient from the employes and staff of the Workshops of a gold watch (inscribed) and travelling case for himself, and a wristlet watch for Mrs. Leslie.

## Oakleigh District Activities

**P**ERHAPS the most important work in the Oakleigh District is the conversion of Glen Iris into a crossing place for trains. The track-work in connection with this is already completed, and the erection of a new brick signal box, and provision of subway with ramps are now in the final stages. The work at this station will be wholly completed in the near future, and customers who use the Darling line will be pleased with the better train service made possible by this vast improvement.

Good progress has been made with the erection of the new station at Rushall Crescent, between Clifton Hill and North Fitzroy. Work is now in progress on the subway and ramps, while the actual buildings are practically finished.

A new subway has been provided at Mont Albert, and is now available for use. At Ringwood, a new signal box has been erected, and is in use.

Another new station is gradually taking shape between Canterbury and Surrey Hills, and is now more than half completed; every effort is being made to have it ready for use at an early date.

At Caulfield, a new brick signal box is in course of erection, and when completed, will undoubtedly permit of improved working at this very important junction.

Mr. E. Sarkies, Manager of the Wodonga Railway Refreshment Rooms, is now displaying a number of samples of dried fruits, says the Wodonga "Sentinel." Mr. Sarkies has had previous experience in dealing with dried fruit, and the experience he has gained has helped him considerably in making such a fine display.

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## PLAY PAYS.

Health is Wealth.

BE ACTIVE.

### GET THE HEALTH HABIT.

#### TED THYE'S ADVICE:

"Australia will not be a great country in the sense of physical and moral development until your boys, girls, business men and business girls, get the athletic habit."

This statement was made by Ted Thye, the Champion Wrestler, in the course of an address to Rotarians at Anzac House.

In addition to our evening classes in Boxing and Wrestling and Gymnastics, we are introducing our

#### BUSINESS MAN'S PHYSICAL — CULTURE COURSE —

specially adapted for Institute Members of any age engaged in sedentary occupations.

#### ONLY ONE HALF HOUR'S EXERCISE BEFORE DINNER.

Our Schedule is—

Tuesday and Thursday: 4.45 p.m. to 5.15 p.m. Two lessons per week, or 24 lessons per term of 12 weeks, only 15/-.

One lesson per week, or 12 lessons per term of 12 weeks, 10/-.

JOIN UP FOR YOUR HEALTH'S SAKE.

Victorian Railways Institute.

Billy Meeske - - - Instructor.



## Veteran Foreman Retires

**Mr. J. J. Jaques**, Foreman Blacksmith at Newport, retired from the service on 10th ult. He entered the department on 21/7/1884, was appointed a Leading Hand in July, 1897, a Sub Foreman on 1/7/1910, and replaced the late Mr. G. Wood as Foreman Blacksmith on 9/6/1914.

Mr. Jaques proved himself to be a highly capable and conscientious officer, and whilst he was a strict disciplinarian, he gained the

respect and esteem of his staff.

Outside of his Departmental duties, Mr. Jaques found time to actively associate himself with matters appertaining to the welfare of employees. In 1888 he was elected to the Committee of the Victorian Railways Mutual Benefit Society, and is still connected with that body as a Trustee and a Vice-President. He was also selected as one of the Provisional Committee on the establishment of the Victorian Railways Institute, and was a member of the Council for several years.

Mr. Jaques is also well known in Friendly Society circles, having held the position of Secretary of the Newport Branch of the I.O.O.F. Society for 25 years.

On his retirement the staff and employees of the Workshops presented him with a gold watch and a pair of sleeve links for himself, and a wristlet watch for Mrs. Jaques.

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## Agricultural Prospects

It is only natural that in a district which is so essentially agricultural as the North-East, that at this period of the year speculation should be rife as to the harvest prospects. Up to the present the season has been everything that could be desired, but the critical time is now approaching. However, indications point to the harvest being a record one. The mild spring weather and warm rains have been responsible for abnormal growth of crops and pastures, and there has been a heavy increase in milk, cream and dairy produce traffic.

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*Work—and learn to wait.*

*When things go wrong usually it is because we have done wrong.*

*Drive yourself—or be driven.*

*The fellow who puts on "side" runs the risk of being bye and bye put aside.*

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J. H. C. Palmer, a Vancouver Island fur farmer, who recently spent twelve months in England making a study of the Chinchilla Rabbit and the utilisation of its fur, has returned to America with 24 animals, valued at 1000 dollars, which he has established for breeding purposes on his farm.

A 60,000 egg incubator plant is being established in Calgary, Canada. The idea is that the farmers send their eggs to this plant to be hatched and get back chicks. A few years ago Alberta was importing a large proportion of its eggs. To-day it is exporting hundreds of thousands of dozens. The poultry industry has grown tremendously in the last decade.





ANGUS

## BOOKS AND NEW BOOKS

MAC

*Esperanto—Complete Grammar of a Useful Text Book.*—By I. Kellerman, M.A.  
*"A Wanderer's Log"*—By C. E. Bechhoffer. This is a fascinating book of travel and description, dealing with India, Russia and the Far-East.  
*"What Really Happened"* is the title of a gripping story by Mrs. Belloc Lowndes. It contains a gripping story.  
*"The Desert Thoroughbred"*—By Jackson Gregory—is a book that will repay a close reading.  
*"The Blue Window"*—By Temple Bailey, is a realistic story, which ends very happily.  
*"The Black Hunter"*—By James Oliver Curwood, is full of thrilling incidents, charmingly narrated.

## GENERAL

**E**SPERANTO.—Those who might desire to acquire a knowledge of and practice in the use of "Esperanto"—now widely recognised as an international language, will find a useful text-book on the subject in that well-known work—compacted in one small volume, entitled "A Complete Grammar of Esperanto," by I. Kellerman, M.A., Ph.D., published by D. C. Heath & Co., London.

A general characteristic of obvious advantage in the book is that almost without exception new forms and constructions are illustrated by means of words or roots already familiar. Likewise, the new words or roots of each lesson recur at least once in the next lesson, and usually in some lesson thereafter as well. Each reading exercise gives not only a thorough application of the grammatical principles of the lesson, but a review of those in the preceding lesson, and no use is made of words or constructions not yet explained.

An element of the twofold need which this volume meets is the necessity for a presentation of Esperanto, not as a thing apart, but in that form which will make it most serviceable as an introduction to national tongues.

**A** WANDERER'S LOG," by C. E. Bechhoffer (Mills & Boon) is a record of some memories of travel in India, the Far-East, Russia, the Mediterranean and elsewhere.

Got up in handy library edition size, and well-illustrated, the work is a useful addition to that section of literature which is classified as "Travel and Description."

The author possesses the gift of lucidity in his narration of numerous aspects of the varying conditions prevailing among the peoples of the countries he visited. Especially interesting and informative are his observations upon his experiences in India and the Far-East. "A Wanderer's Log" will well repay a careful reading.

## FICTION

**M**RS. Belloc Lowndes, in her latest book, entitled "What Really Happened," fully sustains her character as a pastmaster in the art of unfolding a dramatic series of events—of unsolving a tangled skein in which human motives and passions, and not incidents, are the main thread. She writes, in fact, from character to plot, and not, as is usually the case, from plot to character.

"What Really Happened" is probably the best story Mrs. Belloc Lowndes has written. Its theme is the simple psychological truth, too often ignored that a motive which will impel one individual to the most desperate actions would exert no influence whatever on another. With this as the background, she unfolds a terrifying narrative of love, hate, jealousy and greed.

**I**N "The Desert Thoroughbred," Jackson Gregory (who is one of those authors whom fiction readers follow with great avidity) maintains his good reputation as a storyteller. He cleverly pieces together a fascinating story of two lonely souls on their respective oasis—widely separated by miles of burning sand—find one another after much adventure and tribulation.

Bereft of her sordid protectors, innocent Camilla Darrel is driven into Mexico, where she is befriended by soft-spoken "Papa-Pom." But this proves to be the fire from the frying-pan. In her hour of need, Lasalle—outcast from his fellowmen for a supposed murder—rescues her from the "Hell Triplets"—Morlin, Somavia, and the sinister lawyer, Snell, likewise his own enemies.

Camilla flees into the desert—a little lovely wandering moon, and, overtaking her, Lasalle mounts her before him upon his horse. Followed to his ranch by the "Hell Triplets," the tale becomes most enthralling.

**T**HE Blue Window," by Temple Bailey (author of Peacock Feathers, etc. etc.) is an interesting story, equalling the best this author has yet done. The tale is woven around the life of a young woman named Hildegarte, who had been brought up in ignorance of the high social position of her father, from whom her mother is separated, spends her girlhood amid the hardships of a country farm. At her mother's death she goes to live with her tyrannical, selfish father, where she fights to retain her ideals.

Romance and tragedy both play their part in her life, but with uncommon skill the author brings her highly realistic story to a satisfactory conclusion.

**J**AMES Oliver Curwood, popular American author of numerous books, which portray ranch and outdoor life, with that skilful, deeply human touch, yet withal so interestingly spontaneous, ably sustains his wide popularity in his latest book, "The Black Hunter," recently published by Hodder & Stoughton.

It presents a tense drama, enacted in the days of the French and English struggle for Quebec, centreing round the chieftain, Black Hunter, a mysterious character of sinister and almost supernatural repute.

His howl became the portent of death to all Indians, the sign of protection to all whites. Famous and notorious personalities cross his path: the treacherous intendant Bisot, the Governor Vaudrauil, his tool, who doomed New France, and changed the history of the Western World. Inwoven in the plot is a tragic love story, which, in its features, completes a balanced ensemble to this fascinating book.

## Victorian Railways Honor Roll

*As long as men shall live and build; as long as they shall strive for worth-while achievements, there shall be honour and glory in work well done.*

Name.	First Date.	Length of Service.
M. P. Moloney, Signalman, Melbourne Yard . . . . .	1883	43 years
J. A. Walsh, Signalman, Melbourne Yard . . . . .	1884	42 years
C. Spencer, Chief Clerk, Metropolitan Superintendent's Office	1884	42 years
E. Giroud, Goods Guard, Melbourne Yard . . . . .	1886	40 years
J. Graham, Clerk, Melbourne Goods . . . . .	1887	39 years
A. J. Stanley, Goods Guard, Bendigo . . . . .	1887	39 years
R. Bowman, Ganger, Hamilton . . . . .	1887	39 years
G. A. Tregear, Asst. Shed Foreman, North Melbourne . . . . .	1888	38 years
W. J. McCormack, Signal Adjuster, Geelong . . . . .	1888	38 years
J. Grieve, Line Foreman, Spencer-street . . . . .	1888	38 years
A. G. Tasker, Asst. Stationmaster, Frankston . . . . .	1888	38 years
W. Wicking, Ganger, Colac . . . . .	1888	38 years
J. P. Butler, Labourer, Bendigo . . . . .	1888	38 years
J. Egan, Ganger, Amphitheatre . . . . .	1888	38 years
F. J. Lea, Labourer, Spencer-street . . . . .	1889	37 years
W. McCubbery, Signalman, Williamstown . . . . .	1889	37 years
F. Durran, Goods Guard, Geelong . . . . .	1889	37 years
J. H. West, Asst. Stationmaster, Glen Forbes . . . . .	1889	37 years
J. Hosken, Stationmaster, Forrest Line . . . . .	1889	37 years
H. Jolly, Block Recorder, Melbourne Yard . . . . .	1889	37 years
W. E. Bailey, Senior Porter, Flinders-street . . . . .	1890	36 years
S. C. Atherton, Repairer, Dunolly . . . . .	1890	36 years
J. Moncrieff, Goods Checker, Melbourne Goods . . . . .	1912	14 years
T. O'Keeffe, Labourer, Geelong . . . . .	1912	14 years
J. K. Steel, Batteryman, Spencer-street . . . . .	1912	14 years

**B**ECAUSE of the brief notice given of the departure of Mr. F. Sly from Ouyen to Echuca, where he has been appointed Stationmaster, there was not time for a presentation to be made on behalf of the townspeople. Messrs. G. Rowe and J. Blackburn headed a movement to forward to Mr. Sly some token that would indicate the esteem in which he was held by the citizens and the manner in which the public responded showed the cordiality of their feelings. A set of stainless knives, spoons and forks in a handsome case was forwarded to Mr. Sly, together with the following letter:—

"The citizens of Ouyen wish to congratulate you on your promotion in the Railway Service, which, they very much regret, has involved your removal from the district.

"During the period that you have been Stationmaster here they have appreciated the courtesy and attention that you have always shown in your dealings with the public; the business section of the community in particular had special cause to feel grateful to you for the attention that you have given to their requirements, and for the information that you have always so willingly given to them.

"Your transfer was effected so quickly that it was not possible for citizens to show their appreciation and express their good wishes at the time. They, therefore, wish to assure you in this letter that they hold you in the highest esteem, and they ask you to accept the accompanying gift as a small reminder of your association with the district and of the goodwill of the citizens.

"Trusting that, with Mrs. Sly, you will be spared to enjoy a long life and much happiness.

"We are, on behalf of the Citizens,

"J. BLACKBURN,  
"GEORGE ROWE."

The case bears the following inscription:—"Presented to Mr. and Mrs. Sly by the citizens of Ouyen as a token of esteem on their departure from Ouyen, July, 1926."

**T**HE office of the Metropolitan Superintendent was uncomfortably crowded at 4.45 p.m. on Wednesday afternoon, September 8, when a presentation of a well-filled wallet of notes was made to Mr. C. Spencer, the popular chief clerk, who was retiring after 42 years' service.

Not only were representatives of the Flinders Street station staff and the whole of the Metropolitan and Train Running staffs present, but many of Mr. Spencer's friends came from Spencer Street and distant suburban stations to say good-bye.

Mr. T. W. J. Cox the Metropolitan Superintendent, made the presentation, and voiced the regret of the gathering at Mr. Spencer's departure. He had always been an efficient and capable officer, and they all knew they were losing an old friend. (Hear, hear.)

Mr. R. McClelland, Transportation Staff Officer, spoke on behalf of the Spencer Street staff, and the other speakers included Mr. T. Sullivan, Assistant to the Metropolitan Superintendent; Mr. E. Colson, block and Signal Inspector; Mr. Macnochie, Station Master at Flinders Street; Mr. Buckley, Traffic Inspector; Mr. George Bleazby, of the office staff; Mr. Coles, of the parcels office; and Mr. Kelly, of the Station Master's office, Spencer Street.

On the following Saturday night, September 11, a snake social was tendered Mr. Spencer at Clota's "Cafe Royal," Empire Arcade, and a further presentation of a framed group of the staff made to him. More than a hundred railwaymen attended the gathering, including two former Metropolitan Superintendents, under whom Mr. Spencer had previously worked—Mr. Hayes and Mr. J. Conlan (now Acting Assistant General Superintendent of Transportation).

"Time is money," said Uncle Eben, "but jes' de same, de man dat finds himself wif a lot o' time on his hands has made a poor investment."

A Visit to Australia's New Capital (Continued from Page 22)

Rental is subject to reappraisal after 20 years, and thereafter every 10 years. Lessees are required to commence the erection of a building within two years and to complete it within three years.

Strict regulations have been introduced, which govern not only the planning but the design of buildings.

The Commission is doing a fine work, special attention being given to the services essential to the conduct of a great city, such as power, electric light, water supply, sewerage, transportation and all necessities which contribute to the amenities of life.

After inspecting the capital and the work the Commission is doing, members of the English Speaking Union were convinced that life at the Federal Capital would not be as bad as it had been painted, and with its equable climate and facilities for healthy enjoyment, it would be a very desirable city in which to live.

Believing that Canberra will later become the Mecca for people from all over the Commonwealth, whether for business or pleasure, the Federal Capital Commission is providing up-to-date hotels to cater for them. The Hotel Canberra, a well-conducted and comfortable structure, is already in commission. The Hotel Ainslie, which is used largely by officials, has accommodation for 80. The Hotel Kurrajong will be used by Members of Parliament, while the Hotel Acton will soon be in commission for the general public. The tariff

varies at each of these hotels.

Judging by the work in progress, Canberra will earn a wide reputation as a garden city. The planting of trees and shrubs is a very important section of the development, and a large amount of afforestation work is being done on the outskirts of the city. Parks, reserves and trees for shelter have been planted. All the trees required for the extensive planting are raised in the nursery controlled by the Commission. Sixty thousand tulips were this month planted round the Hotel Canberra. This area will be a blaze of bloom next month.

An interesting feature of Canberra is the water supply arrangements. Water of the highest quality for domestic use is obtained from the Cotter River, a tributary of the Murrumbidgee. The catchment is an area of about 170 square miles on which there is no settlement, the country being steep and difficult of access. The average daily flow of the Cotter River is 70,000,000 gallons—sufficient to supply each of 700,000 persons with 100 gallons a day. A storage reservoir has been formed on the Cotter River near its junction with the Murrumbidgee.

These are but a few features of the Federal Capital. One can spend a week there visiting places of interest on every hand. The temporary Parliament House will claim the attention for a day if one wishes to see the Assembly Chambers, the kitchens, the library, and the other appurtenances for carrying on the legislative work of this country.

## This Name— **BELL'S ASBESTOS**

### And These Trade Marks . . .

Distinguish the Products of the Pioneers  
of the World's Asbestos Industry - - -

BELL BUOY



Pioneers who still lead through insistence on  
Quality always.

Bell's Asbestos is absolutely dependable under  
all conditions of pressure and tempera-  
tures.

Hence its unquestioned supremacy.

### Bell's Asbestos Australian Agency Ltd.

315 Kent Street, Sydney.

E.S.C.A. Ltd., Brisbane.

541 Bourke Street, Melbourne.

Murray Street, Perth.

Metal and Machinery Co., Hindley Street, Adelaide.

VICTOR



TRADE MARK



## Draughts

Clubs First Birthday Success Gained.

**T**HE annual meeting was held in the Club room on Thursday, 30th August.

Mr. Lambert was in the chair. The Secretary presented the balance sheet, which was adopted, showing the Club to be in a strong financial position.

A vote of thanks was passed to the retiring officers. It was with regret that the Secretary's resignation was received.

The following were elected for the ensuing twelve months:—President, Mr. Morcombe; Captain and Instructor, Mr. Boyles; Committee, Messrs. Barry, Campbell, Riordan, Ogilvie, Tydeman, Curtain; Hon. Secretary, W. G. Lambert.

The Club's progress was reviewed, and it augurs well for the future. After several depot contests were conducted it was decided to enter a team for the Victorian Championship. The teams entered are as follows:—Melbourne, Moonee Ponds, Hawthorn, Footscray, Brunswick, Coburg and Railways. The first round just concluded shows that the Club has fared very well in open company, by having won 2, drawn 2 and lost 1 match. It is all the more gratifying because of the fact that 80 per cent. of the players are competing for the first time in match play, and were pitted against players who have had long experience in contests.

The Club has been very fortunate in securing the services of Mr. J. Boyes (Champion of Victoria) as Instructor. He is probably one of the finest exponents of the game that Australia has seen. Therefore, we would urge that all those interested should attend at the Club rooms (Reference Library) every Thursday evening, so as to receive the benefit of his tuition.

It is intended to start a beginners class at an early date; therefore, it does not matter what class of player you may be, you are welcome to join. If you are already a member of the Institute, the fee is only 2/6 per annum.

We specially appeal to the young men of the railway service to interest themselves in this intellectual Art, which has the fine distinction of teaching you to pause and watch the pitfalls before you leap, and become a victim to the strategy of your opponent.

The Secretary would like to get into touch with at least one enthusiast in all grades and sections of the service, so that wherever men are grouped they may form a section, with a view to meeting in section, group, branch, department, and it could be said, State and Interstate competitions.

Quite a number of letters have been received from country depots, and the Secretary will be pleased to receive more.

He may then be able to arrange that intending players, who may be only a few miles distant from one another, could be brought together, and so form a group or section.

I should like to dispel from the minds of intending beginners the idea that there is something uncanny or weird about the art of draughts.

I would suggest that where there is a group of, say, five or six, or more, that you pay a visit in a body, and with the assistance of the Secretary, regular or daily play may be arranged for you; thus, in a short time, you may become a competent player.

The Secretary's departmental address is c/o. Workshops Manager, Jolimont. Private—103 Westgarth Street, South Northcote.

W. G. LAMBERT, Hon. Secretary.



H. T. Worthington, Car Builder's Assistant at Jolimont, and a member of the Malvern Cycling Club, won the recent Barnet Glass road race from Ballarat to Melbourne. He completed the 96 miles in four hours, three minutes, one second. Nineteen years of age and six feet tall, he was formerly a member of the Prahran and South Yarra Amateur Cycling Club, and, before joining up with Malvern, won the Longwarry Wheel Race at Easter, and secured two firsts and a second at the Bendigo Easter Fair. As keen a railwayman as he is a cyclist, he has hopes of being appointed train examiner in the near future.

## V.R.I. Rifle Club Notes

**A** REMARKABLE feature is the consistently good form displayed by the veteran, Jack Sarsfield, who some years ago was one of the Club's best marksmen.

The Club championship, which is decided on the year's shooting, is now more open than it has been for many years. Several are in the running, with only a few points between them.

In the test held recently in connection with the selection of the team to represent this State in the Commonwealth match, the Institute Club was well represented, and in a big field, with many high scores, were successful in gaining only one place, which was won by Spencer Ellis (Bendigo).

M. Lenthal commenced with 49 and 48 out of a possible 50 points at 300 and 600 yards, but did not maintain his form at 700 and 900 yards. W. Hilton was highest scorer for the Club with 183 points.

Captain George Waugh has been indisposed for some weeks owing to an injury to his leg. While still taking a live interest in Club doings, he has not been able to take an active part in the proceedings. It is probable that his injury may necessitate his retirement from further Departmental service, but he is expected to continue at his post as Captain of the V.R.I. Rifle Club.

## Broadcasting for October

*Institute Items now appear Regularly on 3LO Programmes:—*

<i>Newport Workshops Brass Band . . . . .</i>	<i>Tuesday, October 5th</i>
<i>Newport Workshops Brass Band . . . . .</i>	<i>Monday, October 25th</i>
<i>V.R.I. Military Band . . . . .</i>	<i>Monday, October 11th</i>
<i>Orchestral Society's Concert . . . . .</i>	<i>Saturday, October 30th</i>
<i>Musical Society's Concert . . . . .</i>	<i>Saturday, October 9th</i>
<i>Prizewinners (M. and E. Competitions) . . . . .</i>	<i>Saturday, November 6th</i>



*The many friends of Mr. W. Robert, who is well known throughout the service both as a transportation officer and as a member of the Betterment Board, will be pleased to hear of his appointment as Superintendent of Road Motor Services for the Department. Mr. Robert has now been engaged on his new duties for several months, and controls the Departmental 'buses on the Geelong-Melbourne route, and also the services from Fern Tree Gully to Belgrave. Other 'buses are to be placed in running on roads where the patronage offering is sufficient to justify the Railways Department entering the field.*



- Turpentine mixed with stove polish prevents rust and gives a brighter gloss than the use of water.
- Tough meat will be made tender if placed in vinegar water for a few moments.
- Painting the lower cellar steps white will facilitate your descent without accelerating it.
- Rusty flat irons should be rubbed over with beeswax and lard, or beeswax and salt.
- Milk will keep sweet longer in a shallow pan than in a pitcher.
- Soap should never be rubbed directly on woollen articles. Make a soapsud solution, allow it to become lukewarm then wash the woollens in it. Rinse in lukewarm water.
- Tomatoes placed on the prongs of a fork and held above the gas burner for a few seconds in order to sear the skin may be peeled in less time than it usually takes.

## MARYBOROUGH KNITTING MILLS

OWING to the steady business progress of these mills, the directors found that, in order to cope with the increasing orders being received, an extension was essential. The work was put in hand early in the year, and on the completion of the extension, additional machinery was installed. A new boiler and engine, which were manufactured at Thompson's foundry at Castlemaine, have been installed, with the result that the output has been increased to 600 dozen per day. The following comparative figures are interesting:—

	Prior	to Extension.	At Present.
Value of plant and buildings	£45,500		£67,577
Emploees . . . . .	253		377
Weekly wages . . . . .	£619		£954



*The New Model - 206*  
**Conway Stewart**  
LEVER FILLER  
**Fountain Pen**  
*Fully Guaranteed*



*The Pen of Pens*



## Payment of Claims Is a Drain on Our Revenue (Continued from Page 25)

give the railwayman every help. We want them, for instance, not to hand us a parcel containing glass or anything fragile without very plainly so marking it. When you are moving furniture, wrap it carefully in several thicknesses of paper and remove the castors. If it is costly furniture, bale it in straw and hessian or crate it so that, although we have to load it with merchandise of all shapes and sizes, we will have a reasonable chance of giving it to you at the other end of the journey, in good order and condition.

When you buy a new stove, which you will remember is mostly composed of cast iron, tell the maker to put it in a fairly strong crate before he hands it over to us. We will do our part and pack it round with bags of straw when it is placed in the truck, and there won't be any breakage.

### Protect Your Own Goods

Before you send your sewing machine, think what a top-heavy article it is and how easy it is to break the underframe, which is only a casting, and remember that the expenditure of a few shillings will crate it in such a way that it cannot very well help arriving at your new address safely.

You would not care to see your piano scratched, let alone any part of it broken. You can avoid that by putting it in a case. If you have not got one, you can hire one for a few shillings. It is good insurance.

I do not say we cannot carry these things without packing. We can and do. I see it myself, every day of the week, valuable suites of furniture, which cost £50 to £100 and more, handed to us for despatch without any packing. I know that most of them arrive at their destinations safely, because we rarely hear from the owners that they want compensation for damage. But these owners do not consider that it costs us a lot more for labour in stowing and for packing to put round their goods in the trucks before we let them go forward, and that to hand us goods unprotected like that is not in keeping with the Commissioners' slogan, "Help us to help you."

### We Want Your Co-operation

What we would like is, that when manufacturers make a new type of machine which is likely to be despatched in any number, they should ask us to send along one of our experts to inspect it so that we can arrange to carry it without damage.

Some of our customers used to lose bottles of wine, brandy or whisky from their cases. Sometimes it was lost before we got the cases, sometimes whilst we had them, and sometimes after we handed the cases to carters. We do not have that trouble now, because we induced most of the firms to put two round wire ties around their cases. We recently induced the brewery companies to do the same thing with their crates of beer.

Before that the loss of bottles of beer was a nightmare. Two metal wires, costing about 2d., settled that. In addition, wire tying considerably adds to the strength of a package, thus guarding against damage during hand-

ling and resulting in a saving in the thickness of timber necessary to place in the crate or cases.

Complaints of broken roofing tiles were once frequent. We studied their transit and found the danger was not so much due to bad handling as to bad stowing. The tile loaders would start loading from each end of the truck and load their tiles lengthways in the truck, but when they got to the doors, they would load them across the truck, starting at the further door and completing the rows of tiles across to the nearer door.

The result was that the longitudinal motion of the truck and contents, when the engine was taking up or letting out the slack of the train couplings en route, caused the tiles which were loaded lengthways in the ends of the trucks to jamb those loaded crosswise in the centre. Naturally a good many of those in the centre were damaged. We now avoid that damage by having all the tiles loaded lengthways.

In the soft fruits and grape season, of late years, there has been a fair amount of waste during handling. A few years ago there was very little. We have investigated with a view to finding the cause, and we think we have found it. A few years ago you could buy strong cases for 9d., but now you have to pay 1/3 to 1/4 for an inferior case; the stronger case we used to get now costs 1/8.

Now, it is a fair thing for the senders of fruit who use cases made of thin timber to wire them, so as to give us a chance to handle them quickly and safely.

### Damage to Wireless Sets

Some time ago complaints were being regularly received that panels of four, five and six-valve wireless sets were received broken, although sets were well packed and valves received undamaged. A member of the staff was detailed to enquire into the trouble, and found that it was caused by internal stresses in low-grades of ebonite and similar materials.

Tensile tests made by our engineers on a few samples of these products showed that ebonite took 1.81 tons per sq. inch to break, trolite took 1.67 tons per sq. inch to break, bakelite took 2.37 tons per sq. inch to break. The various radio firms were advised regarding these results, and are now using better class material for these panels, with entirely satisfactory results.

Weakness in cabinet construction was also found, and is now being remedied by the makers.

In conclusion, let me remind our customers that we have some 800 railway stations in Victoria, and that it is a difficult matter to train all the men employed. At each one of these stations our men are sure, at some time or other, to handle the particular commodity you manufacture. You, no doubt, have been handling it in your factory or warehouse for years and know exactly how it should be handled. You can help your own business by giving us the benefit of your experience, by letter or personal call, for circulation to all our employees.

*Why Plant  
Executives  
should interest  
themselves in  
Lubrication*



# Net Operating Profits

**P**ROFITS are directly affected by the lubricating methods adopted in your plant.

Correct Lubrication which means the use of high-grade oils scientifically selected for use in your particular machinery ensures———

*Write to our nearest  
branch office for copy  
of booklet—"Cutting  
Production Costs"*

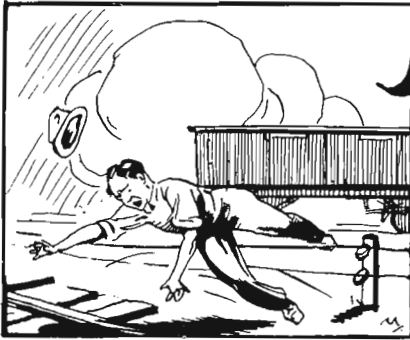
Smoother running	—	Less wear
Continuous operation	—	Fewer repairs
Lower lubricating costs	—	Greater production

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**Lubricating Oils**  
*A grade for each type of service*

It's sound business economy to consult a Vacuum Oil Company representative who will assist you to put your lubrication methods on a scientific and economical basis.

6 LU 4

## VACUUM OIL COMPANY, PTY LTD



# SAFETY FIRST

NOTES FOR OCTOBER

**MIND THOSE SIGNAL WIRES!**

Tripping over objects is a frequent cause of accident.

## September was "No Accident" Month at Newport Workshops

**R**EMARKABLE results have been achieved in other countries by the policy of conducting "No Accident" months in various industries.

Realising that what can be done in other lands can be accomplished here, the Safety Council decided at its last meeting that a "No Accident" month should be conducted during September at the Newport Workshops.

To show the progress each day of the campaign month, a large clock was erected in a conspicuous position outside the Workshops. Inside each shop was displayed a poster with a chart, on which was recorded each day free from accident and each day on which mishaps occurred.

Everyone at the Shops, from the Manager downward, took a keen interest in the campaign.

It is the intention of the Safety Council to later conduct similar campaigns at other workshops and depots.

## Faulty Methods are Always Dangerous

**F**AULTY method is often the cause of accident. This certainly contributed to a serious mishap which befell one of our skilled labourers while engaged unloading heavy timber from a trolley.

In this case, the piece of timber marked "B" in the first sketch was moved before the piece marked "A." The result, shown in the second picture, was that the former, when being unloaded, dragged "A" off the edge of the trolley, causing it to fall and break one of the workman's legs.

Had the piece marked "A" been first removed, this accident would not have happened.

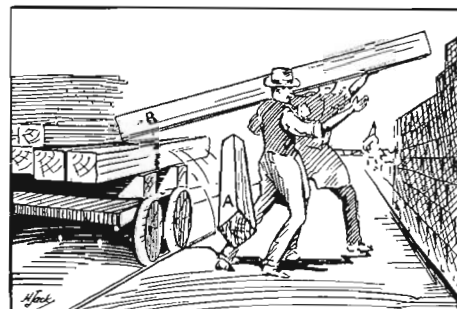
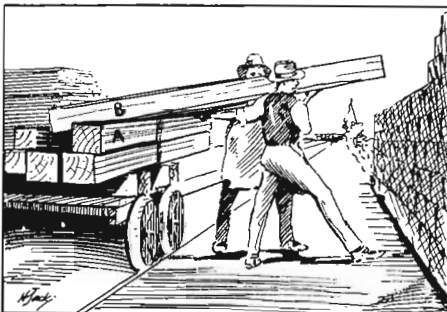
As a result of the incident, instructions

have been issued that in future, when unloading timber, employes are to remove the top timbers on the outside first and work inwards.

If these instructions are observed, this accident cannot recur.

## Load Tools Properly

**A** REPAIRER, employed in a country district, failed to observe the above safety rule. A spanner, which he was carrying on a tricycle, slipped off and fouled the back wheel of the machine, causing a derailment, with the result that he was injured.





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These savings combined enable us to sell at least 20% below any prices quoted elsewhere for the same article.

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Three Diamond Fancy Ring set in 18ct Gold and Pure Platinum £4 10 0; others £10 to 40



Four Diamond Coronet Ring set in 18 ct. Gold and Pure Plat. £17 10 0; others £20 to 50



Five Flawless Diamonds set in 18ct. Gold and Pure Plat. £25; others £5 to 60

Write or Phone F3222 for our Catalog if you Cannot call

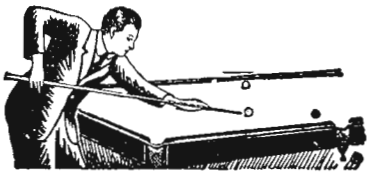


18ct. Gold and Pure Platinum Fancy Ring set with Brilliant Diamonds £20; others £7 5 to £30

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Tables, complete with all accessories, delivered FREE within a radius of 5 miles of Melbourne.

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## *How Economies Have Been Effectuated*

*[Continued from page 12]*

from another aspect. A train-mile as a unit for comparative purposes is not fully satisfactory because it is subject to many variations. Taking one year with another, however, these variations tend to arrange themselves, and the train-mile is therefore very frequently used when a unit basis of comparison is required.

In 1921-22 the goods train mileage (including the proportion of the mixed mileage ascribable to the goods), was 5,395,000 miles. In 1924-25 it was 5,875,000 miles, an increase in the latter year of 480,000 miles. But, if the mileage had increased in the same ratio as the tonnage the increase would have been 1,295,000 miles, and there was a saving in mileage, due to better and more efficient methods, of more than 800,000 train miles.

Conservatively estimated at 5/3 a train-mile, there was thus in the latter year a cash saving which exceeded £200,000.

### Co-operation With Our Customers

The satisfactory result which was produced by the saving in mileage is directly associated with the better use made of the trucks. By co-operation with the customers of the Department, and by attention to loading and despatch on the part of the staff, the loaded tonnage and the average mileage obtained from each vehicle were each substantially increased.

The percentage of loaded to the total truck mileage increased by 1.42 per cent., which represents a saving in the 1924-25 mileage of 2,221,000 truck miles.

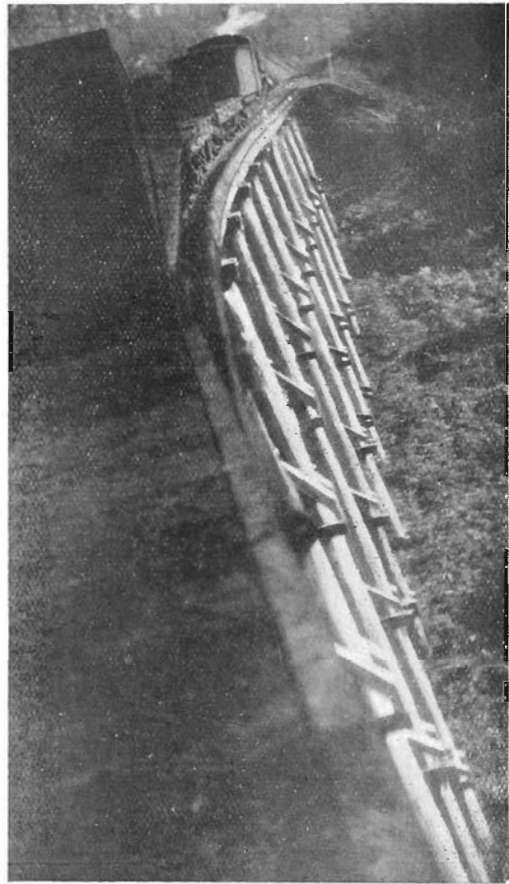
In 1921-22 the total carrying capacity of trucks in service was 254,035 tons, and in 1924-25 262,952 tons. This represents an increase of 3.5 per cent. It has been shown that the increase in 1924-25 of the goods business of the Department was 24 per cent. If, therefore, there had been no improvement in handling and loading it would have been necessary to increase the truck stock by 54,600 tons or 4016 trucks, which at present day prices would cost approximately £400 each to construct. The effect on the finances has been that a capital expenditure of about £1,600,000 has been saved, which would represent a saving in interest charges of not less than £80,000 per annum.

### Better Time Keeping

There has practically been no increase in the country passenger traffic, but improvements have been effected in the scheduling and timekeeping of country trains. The cost of the improvements is included in the figures previously quoted.

The suburban passenger traffic shows an increase of more than 24 million passengers carried, but the development of the electric service has enabled this large increase to be catered for and an improved and more frequent service provided without an appreciable increase in the cost of working.

We have now reached the point where the cost of providing the service is increasing so



*A unique photograph of one of the highest trestle bridges on the Noojee line. The photograph was taken by Mr. R. J. Comer, porter, at Noojee.*

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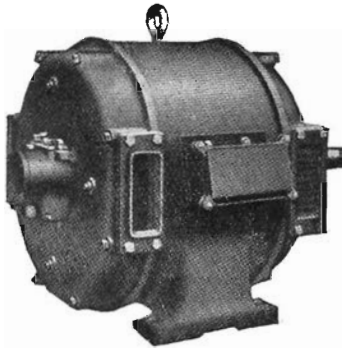
rapidly that economical and efficient working cannot keep pace with it, and an increase in the charges to be made for the service has recently been sanctioned by the Government. Higher wages in this or any country can only be paid from the production of the country, and higher wages demand increased production. That is an axiom which is recognised and admitted by all thinking men.

Transportation is a factor—and an important one—in production. We are all vitally interested in increasing the production of the country, and therefore every individual engaged in this great transportation industry owes it to himself, and to those who are dependent on him, to give of his best to make it even more successful in the future than it has been in the past.

Wholehearted co-operation with every other member of the staff and with one and all of the Department's customers should, therefore, be the watchword of every railwayman.

HIGH TORQUE  
HIGH EFFICIENCYSQUIRREL CAGE  
INDUCTION MOTORS

## Summary of the Distinctive Features of Type C.K.B. High Torque, High Efficiency Squirrel Cage Induction Motors :



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**WHO WILL SEND IN THE LARGER NUMBER OF WORDS?**

**D**EAR Nephews and Nieces,—Uncle Ben extends to each one of you his best wishes; he desires to say that the pleasure of receiving your letters each succeeding month is one that he would not willingly give up.

Niece Mirie Russell, of Ballarat, sends in a rather clever suggestion for a competition, which we will adopt this month. Mirie recommends that Nephews and Nieces be asked to try how many words from memory they can write down and send in, beginning with the letter "C." Here is a good chance to show the number of words you know. It doesn't matter whether the word bears a capital "C" or a single "c," it will be counted. The largest number of words sent in by any one Nephew or Niece, of course, will win. Every one should try.

Uncle Ben is pleased with the essays sent him on the subject—"My Favourite Book." They are all good, but he has decided that the following essay by Nephew Frank Godfrey is just a little better than the others:—

**"MY FAVOURITE BOOK."**

I do not read many books, but the one I like best is Frank Bullen's book—"The Cruise of the Cachalot." The reason why is because he describes many adventures in the catching of whales in their haunts in the ice regions. It is adventurous, too, when a man is dragged by a whale for a long distance.

FRANK GODFREY, Main Street, Lilydale.

**Mirie Russell, Ballarat East:** Many thanks for your useful suggestion. You will read on this page that Uncle Ben has adopted it. Try how many you can do, won't you?

I trust you may pass your examination, and that you will experience a happy evening at the concert. Your essay is very good. Am sure you will yet do much better. I like your letters. Please don't forget me.

**Marjory Chalmers, Violet Town:** Sorry you were sick, Marjory, but am now pleased to learn that you are well again. The pup must be mischievous, like all of its kind, but no doubt you were sorry for the chickens? I hope you may have no difficulty in passing your examination; it is a good thing to be confident—as you seem to be. Your drawing is neat and accurate, and you show good promise in your style of treatment of the essay you sent in. Try how many words you can write down from memory!

**Frank Godfrey, Main Street, Lilydale:** I am pleased to learn that four brothers of yours are employed

in the Railways, and that you yourself, when older, intend to enter the service, as you say the trains and railwork generally is very interesting. You will see what has been done with your essay. Your drawing is very good, but keep on practising.

**Fred Godfrey, Main Street, Lilydale:** It is quite interesting to hear from you news all about your brothers, who are getting along so well in the railway service. I trust you, too, Fred, may be enabled to realise your wishes when you are ready to go to work. Your essay pleases me, and your drawing and coloring of the bracket semaphore signals and lights is neat and well done. It is smart of you, Fred. Always try to do your best.

**Thelma Gardner, Kilmany:** Am pleased, Thelma, to again hear from you, and to learn you liked the little pictures.

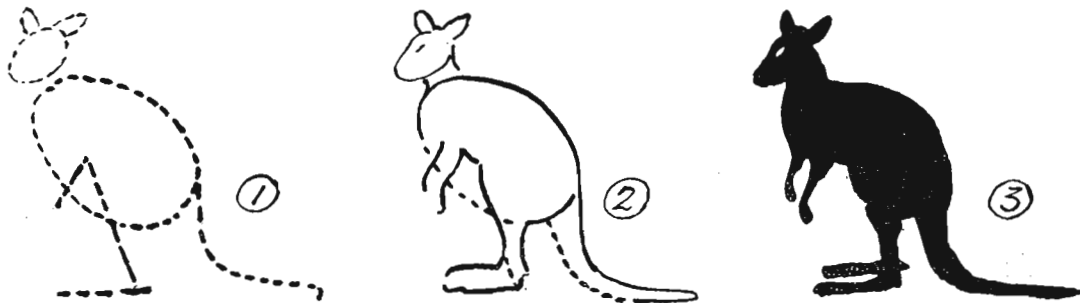
Thank you for your good wishes about my mail-bag. Your remarks about the authors of the books you have read indicate that you are cultivating a good taste in reading. I, too, like the books you mention. Yes, it was a pity about the cricket team losing as they did.

**Thelma Stevens, Baddinginnie:** Glad to hear from you again, Thelma, and that you are now settled in a good district which I hope you will all like. Little Malcolm must be good company for you; it would be nice to see that little calf. Am pleased to learn that yourself and sister enjoy the spring weather as you walk together to school.

Your remarks about Snow White and Rose Red complete a nicely thought-out little essay, Thelma. At your age (8 years), it is very good.



Miss Chenoweth, young daughter of Mr. G. H. Chenoweth, Repairer, No. 1 Gang, Llanelly, is a great enthusiast in feeding the fowls.



To draw these, follow instructions given in previous issues.

# The Best Investment—Your Home

How often do we hear elderly couples bemoaning the fact that, although they have paid so many hundreds of pounds in rent, yet they do not own a foot of the land or a brick of the home they live in?

**I**T behoves every young man on the eve of settling down to discard the idea of renting, and to make immediate arrangements for the purchase or building of his home.

Ownership of the home gives a person a stake in his country, and helps to make him a better and more useful citizen.

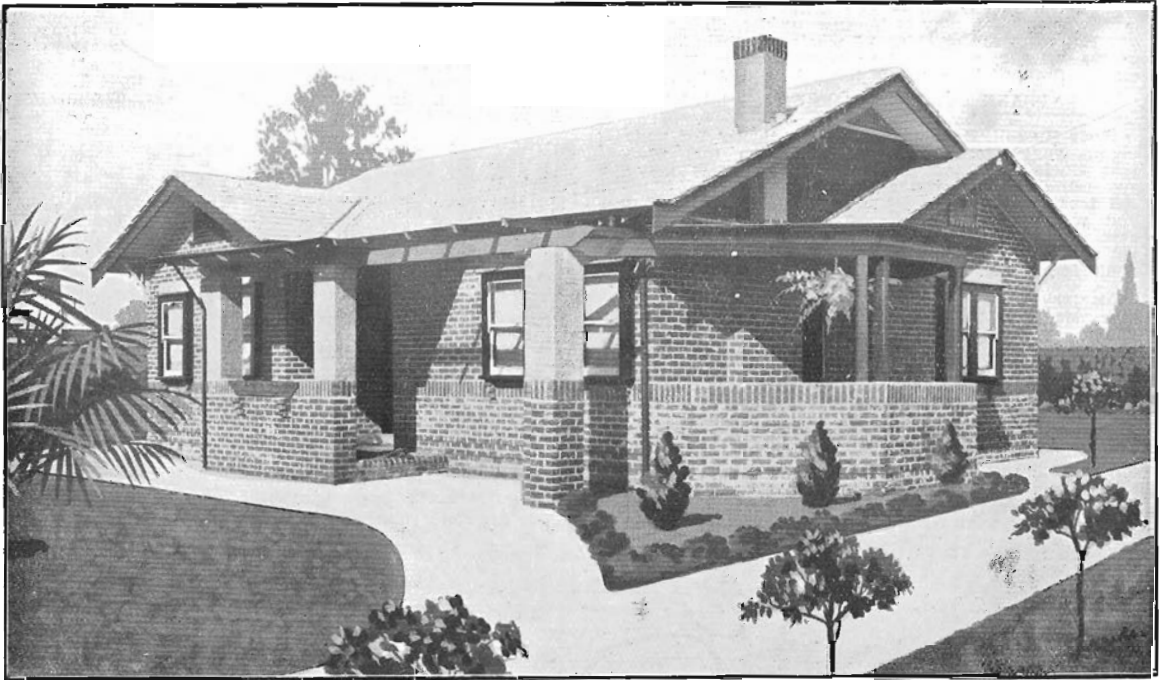
There is nothing like the feeling of entering the gates of one's own home, and surveying with pride all the little improvements being made in the shape of blossoming garden, the trim paths and the trellis at the sides.

This feeling of proprietorship develops as time goes on, and when the purchase is completed there is the satisfaction of absolute

ownership for his third and permanent home. All this may be accomplished within the space of between three and five years by careful selection, purchase and re-sales.

The effort required in the initial stages is not a very great one, and by a little self-sacrifice the necessary deposit to buy or partly buy the land, and build or buy the home already built, is soon realised. After that it is, of course, essential to make the regular payments of principal and interest required, and these payments in most cases do not exceed, and are sometimes less, than the rental value.

The present Commonwealth Government is so impressed with the value of the idea of



ownership, and certainty of tenure.

The investment of buying your home often leads to a profitable sale of the property, with the result that the lucky owner has in hand possibly sufficient capital to pay half the cost of a new home. Probably upon effecting the sale of his second home, he is able, by perhaps saving a little in the meantime, to pay cash

home-ownership that it has allotted the sum of £20,000,000 for a scheme of lending the money for the people to acquire their own homes.

The opportunities to acquire a home are many and varied, and there is no time like the present to settle this question, having once decided on the necessity of home-ownership.

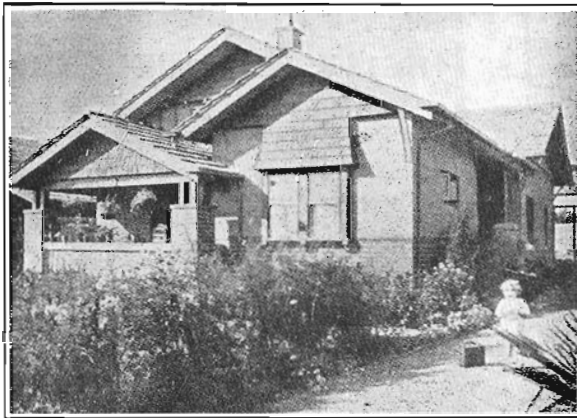
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## Don't Take Needless Risks

IN submitting a suggestion recently, a suggestor mentioned that he was obliged to carry water under two trains in a busy railway yard.

The Commissioners do not expect any member of the staff to take such risks.

What he should do is either to go through the trains or walk around the ends of them.

Passing under trains is always fraught with danger, which should be avoided whenever practicable.

### Springvale

Winton North,  
Victoria

Offers Refined Accommodation throughout year.

### Farm

Close to Mokoan Ranges, 2000 ft. above the sea, and facing the Winton Lake, a sheet of water 7 miles by 3 miles.

First Class Meals, Poultry, Spring Water  
Own Dairy Herd, Piano, Tennis Court  
Hacks, Excellent Shooting. Drives

IDEAL WINTER CLIMATE

Beautiful Wildflowers are now in great abundance.  
Sydney Exp. & Mt. Buffalo Trains stop at Winton, Yic.

A Hearty Welcome awaits you at this  
— HOME AWAY FROM HOME —

Tariff: 40/- to 45/- Weekly; 8 - to 9/- Daily

Write for full particulars to the Proprietor

## GET AWAY

From the worry and  
bustle of everyday life

The chance to spend  
the Best Holiday you  
ever had awaits you at

## WYCH CROSS

MARYSVILLE

The best equipped house  
of the finest Mountain  
Resort in Victoria

Phone Marysville 4  
or write to

FELIX St. H. JELICOE



## Railwaymen!

Spend your next ...

HOLIDAY

at ...

Marlo Hotel—  
MARLO

Beautiful Snowy and Brodribb Rivers, Ocean Beach, Lakes Coringle and Curlip.

~~~~~  
SPLENDID FISHING - SHOOTING - SURFING

TENNIS - MOTOR LAUNCH TRIPS.  
~~~~~

Special Concessions to Railwaymen on leave (Christmas and Easter Holiday periods excepted). Full particulars on application.

A. A. BURROW, } Proprietors.  
A. E. SOUTHAM, }

Where to Spend a Holiday

# Marlo For Delightful Holidays

Marlo is fast coming into its own as a tourist and sportsman's resort. It is beautifully situated on a cliff overlooking the Snowy River, Southern Ocean and Lake Coringle, and about half a mile from where the Snowy River has broken through the low sand hummocks and enters the sea.

THE motor run of ten miles from the Orbost railway station is particularly charming, the road skirting the famous Snowy River the whole of the distance.

Marlo enjoys a perfect climate, is warm and genial without being uncomfortably hot, bracing without being cold, and, unlike most seaside resorts, the reverse of enervating in the summer.

The Brodribb River junctions with the Snowy about one and a half miles from Marlo, and enjoyable motor launch trips are made up this river to Lake Curlip, passing the Cabbage Tree Creek, a favourite spot for perch and bream. Cape Conran, ten miles distant along the coast, a bold rocky headland, is reached by a good road along the cliff, and among many other interesting trips is one to the cabbage tree palms eight miles away on Cabbage Tree Creek.

Being a considerable distance from the metropolis, there is a sense of peacefulness and rest about this resort not to be obtained at the watering places nearer to Melbourne.

Marlo has sprung into prominence chiefly as a fishing and shooting resort. The waters of the rivers and lakes being closed to netting, make it a veritable angler's paradise. Bream fishing is a great attraction, and there are also perch, ludrick, salmon, silvers, skipjack and flathead to be caught.

For the gun the islands in the lakes and lagoons abound with wildfowl, and quail, snipe, and rabbits are very plentiful.

The fishing, like that in any other river, is subject to unaccountable variations; but owing to the wide areas covered by its rivers, lakes and backwaters, Marlo offers opportunities for sport rarely equalled, and certainly not excelled, by other fishing resorts in Victoria.

Marlo Hotel is built on a high cliff, and a beautiful panoramic view of rivers, lakes and ocean is obtainable from the verandahs. The accommodation at the hotel is first class, and the proprietors offer special concessions to railwaymen and their families whilst on leave. Attention is directed to the advertisement appearing in this issue of the "Magazine."

---

MR. George Tyler, late Supervisor of Narrow Gauge Lines, passed away on July 31, and the news of his sudden death was received with widespread regret by his former colleagues.

Mr. Tyler joined the Department in a clerical capacity in March, 1883. He served for some years as Stationmaster, and in 1908 was appointed a Special Officer on the staff of the General Passenger and Freight Agent. The varied nature of this work took him far afield, and gave him the experience which fitted him for the duties of Supervisor of Narrow Gauge Lines, which he took over in September, 1920.



By his pleasing personality, unfailing sense of humour, and intimate knowledge of the operating conditions of

the lines under his supervision, he was well known to the whole of the staff in the Beech Forest, Walhalla, Gembrook and Whitfield territory, and his indefatigable endeavours to give good service, coupled with his sympathetic and tactful co-operation with local residents, made him a very popular figure with our customers on those lines.

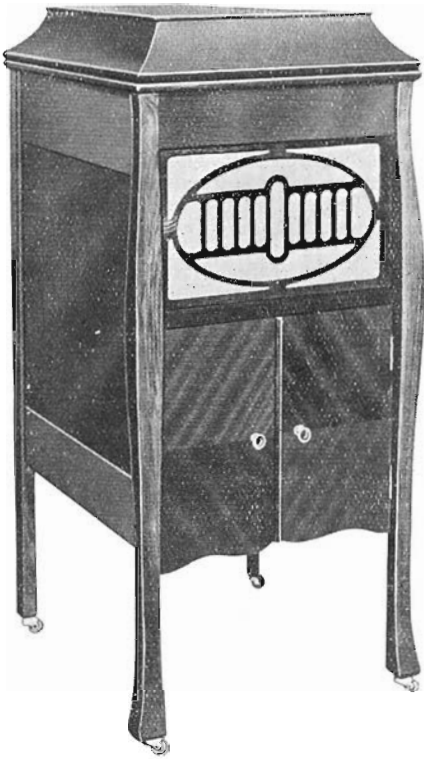
Unfortunately, ill-health forced him to seek retirement in October last, but recently he seemed to be regaining all his former vigour and cheerfulness, and this found his numerous friends quite unprepared for the tragically sudden blow which robbed them of so staunch a comrade.



Misses Florrie and Nellie Burge, daughters of Mr. A. A. Burge, Redbank, president of the Kara Kara Shire. Their thoughtful and kindly action of making and presenting each member of the 12th "Reso" party, when at St. Arnaud, with a button hole resulted in a motion of appreciation being carried at the social function held the same evening in connection with the visit of the "Reso" train.



# “SAFETY FIRST!”



Is the Railwayman's  
Slogan, & it is ours too

**O**WING to the phenomenal demand for our  
CABINETS from this Advertisement, we feel  
it would be meeting the wishes of the Patrons  
of this Magazine to extend our offer of this  
CABINET as a Special Line for the MONTH  
OF OCTOBER.

It is in Blackwood, in Natural Colour  
and Rosewood Finish. Has beautiful  
quartered Fiddle Back Panels. It has  
a genuine Swiss Motor of approved  
design, 12-inch Plush Covered Turn-  
table, and plays all Records. Has latest  
Tone Arm and Speaker and Speed  
Controller.

COMPLETE WITH 6 DOUBLE-SIDED  
RECORDS AND NEEDLES

Cash £11 10s., or on terms at  
£1-17-6 deposit and the extremely  
low repayment of 3s. 6d. weekly.

FOR THIS MONTH ONLY

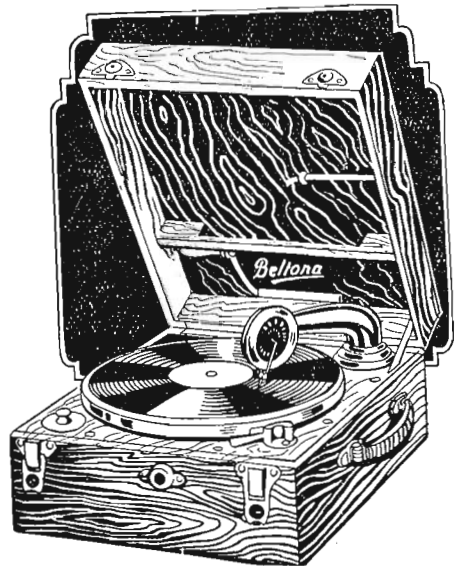
YOU CAN HAVE MUSIC WHEREVER  
YOU GO WITH

## THE FAMOUS PICNIC PORTABLE

It is a machine with wonderful Tone Power,  
simple and compact in design, and easy to  
manipulate. Constructed in Solid Oak,  
with Silent Motor and Nickel-plated Tone  
Arm Fittings. Six double-sided records  
can be carried in the Special Record  
Compartment.

Cash £4-10-0 or on terms at  
10s. deposit and 2s. 6d. weekly.

Just send us a card and we will gladly give you any  
information you desire, and will send our Catalogue  
of our stock of "His Master's Voice," "Columbia,"  
and numerous other machines.



The "Victoria" Furnishing Co. Pty. Ltd.  
121 Victoria Street, Footscray, Melbourne



(By Penelope)

## Does Presentday Freedom Develop Character

WHAT a vast contrast there is between the lives led by our girls of to-day compared with those of our grandmothers. One cannot help asking whether the girls of to-day have too much liberty. They earn their own money and spend it as they wish, plenty of good clothing, no restriction on the number of dances, theatres and other pleasures they may attend, expensive holidays, and now trips abroad are quite the order of the day.

We wonder if this freedom to come and go, to earn and to spend lavishly improves the character of the modern girl. Sometimes I am inclined to think she is more thoughtless and more selfish than the girl of a century ago.

She has so much, her parents make so many sacrifices in order that she may have as much as other girls, that there is a tendency for her to become more and more selfish and less inclined to make any sacrifice for others. She

becomes too apt to forget the period of sacrifice through which her parents have passed and that some consideration and indulgence is now due to them.

On the other hand, what an opportunity the modern girl has to develop her personality and become self-reliant. When we hear of how the girls of several centuries ago remained carefully sheltered in the home and were never allowed to go even into the street to shop, much less to sit in a room in the presence of a young man, without a chaperone, we wonder whether they had any initiative, any resourcefulness or any self-reliance at all.

With a right upbringing and good training, the advantages which the present-day girl enjoys should help to develop a character and a personality, and give her every opportunity of being a powerful influence for good in our community.

## Read Here How to Rejuvenate Your Felt Hat

THIS month I would like to help you to renovate your old felt hat. At the beginning of the winter you were quite smart in your turned-up felt hat, but now you are beginning to feel a little dowdy about the head, the reason being that fashion, in the usual variable manner, has proclaimed the turned-down hat to be the mode of the moment.

The best way to set about this is to first take the ribbon off the old hat. Thoroughly brush and steam the felt. Then, if the brim and crown are all in one piece, cut the brim off where the ribbon was originally around the crown. The hat, more than likely, had a join

down the centre back to suit your shingled head.

Now that the hat is in two pieces, move the brim round so that the join will come at the side. The brim and the crown may be joined together by inserting between them a strip of buckram about  $1\frac{1}{2}$  inches wide. Turn the hat up at the back and down at the front. The join is now at the side; over this place a plain, smart bow. Felt, when steamed (this may be done over the spout of the kettle) may be pulled into almost any shape, and by this means you can stretch the crown sufficiently to allow for two small tucks.



Some of the typistes on the staff at Head Office photographed in the rest and luncheon room which has been provided for their convenience by the Commissioners.

## Getting Victoria's Live Stock to Market (Continued from page 13)

There are 44 yards in the old race, and some of the larger ones can accommodate from 10 to 12 trucks of cattle. The others are of varying capacity and can take from two to five truck loads.

"The sheep race has 40 yards, and a rake of 40 trucks can be docked alongside it."

An hour, it seems, is sufficient time for the gangs to discharge 36 trucks of sheep, which is the average length of a rake, while 39 trucks of cattle take only 40 or 45 minutes.

"Our trouble is to get the yards cleared," Mr. McLean explains. "If the drovers don't remove the cattle after they are placed in the yards, we are held up until we can get accommodation for the stock waiting to be discharged. I can safely say that if our yards were cleared promptly it would be an easy matter to discharge from 700 to 800 trucks here in the 12 hours."

Generally the stock begins to arrive at 7 p.m. on the evening before the sale day. It comes in steadily throughout the night, and the staff are usually able to call it a day at 9 a.m. or thereabouts. In the afternoon re-loading of the stock that has been sold and is being forwarded to its new owner takes place.

### 700 Trucks of Sheep

During the lambing season, when sales are held on two or three days in the week, as many as 700 trucks of sheep might be discharged at Newmarket for one market, and between the hours of 3 p.m. and 3 a.m. after the sale anything up to 200 trucks loaded.

"I've got our figures for August here, I think," Mr. McLean rummages in his pocket. "Yes, here they are. During that month we discharged 231,748 sheep, 34,569 horses, 22,868 cattle and 1237 calves—a total of 290,422 head of stock. Nothing light about that, is there?"

"Dangerous work unloading bulls? Well, I don't know. I suppose it is at times. Some of the cattle are rather wild, and the gangs have to keep their wits about them and get ready to dodge if a bull charges.

"I remember one bull who charged a casual hand down here. He rushed the man up against the fence and gored at his chest. Fortunately his horns were just a little bit too far apart, and they both sank into the fence on each side of the laborer's body. He was only slightly winded, although certainly somewhat alarmed as well.

"Taking things all round, though, we don't have many accidents. I think the men can claim to have had the better of most of the brushes with the cattle when they were in a dangerous mood."

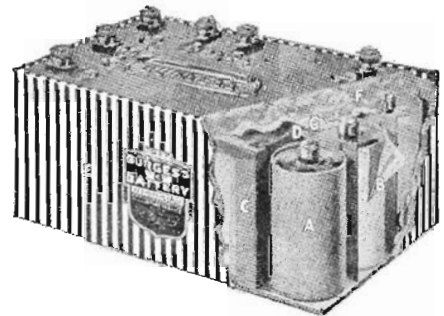
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## Railway Station to be Re-named

It has been decided by the Railways Commissioners to alter the name of the railway station Gowan, on the Korongvale-Robinvale line. The new name of the station will be Gowanford.

# BURGESS

## "The Dry Battery Supreme"



- A—One piece "Jointless" zinc can—no leaks—purest zinc.
- B—Double moisture proof wrapper—important factor contributing to the "Noiseless" characteristic of Burgess "B" Batteries.
- C—Wax between cells—insulates and combines them into a solid unit.
- D—Moisture-proof insulating and re-inforcing partitions.
- E—Heavy moisture-proof container.
- F—Triple top seal—united with wax between cells completes solid block construction.
- G—Reinforcing webbing in top seal.

=====  
"ASK ANY RADIO ENGINEER"

Burgess "A," "B" and "C" Batteries  
Obtainable All Good Dealers.

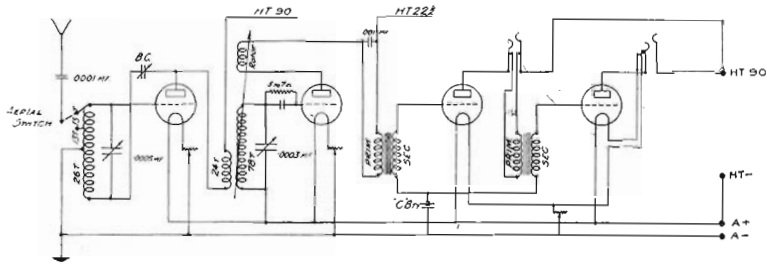
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SOLE AGENTS:

## New System Telephones

25 QUEENS BRIDGE STREET, MELB.

# Wireless Notes for October

## The "Browning-Drake" Receiver



THE assembly and wiring diagram of the popular "Browning-Drake" Receiver is given below, together with a list of parts required.

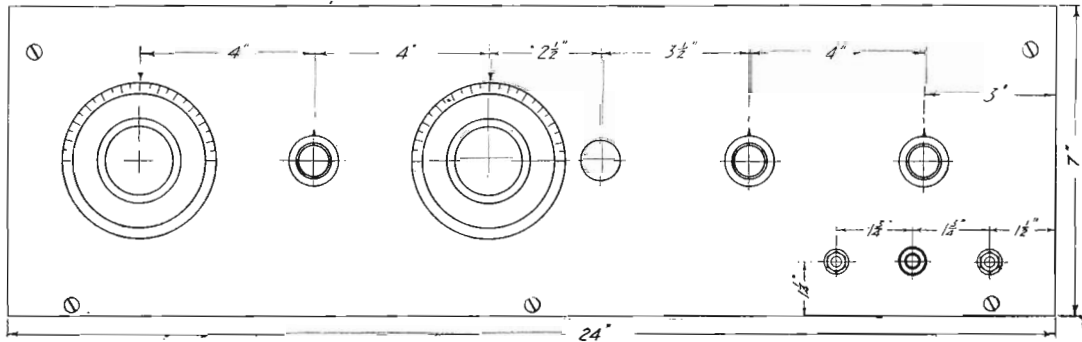
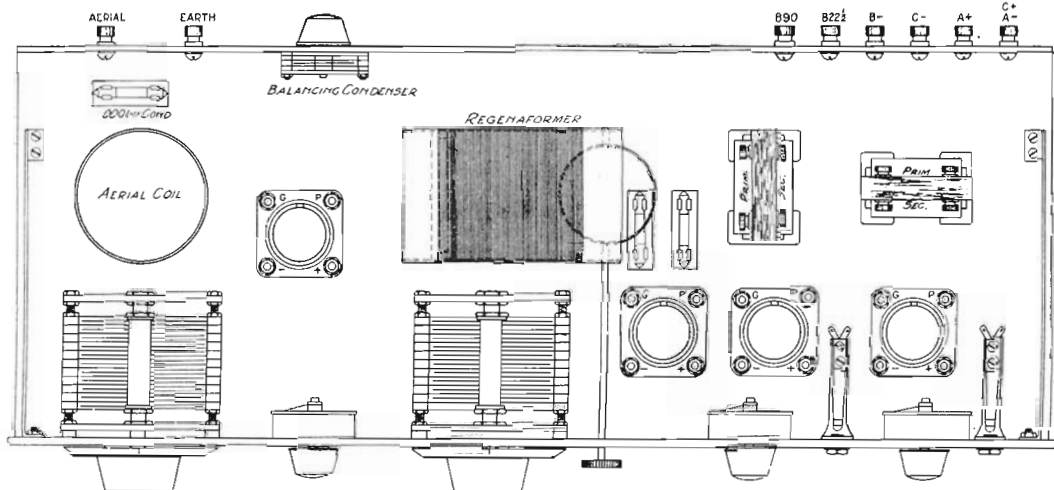
A few alterations may be necessary to accommodate the components. This applies particularly to S.L.F. condensers and "Ranland Lyric" audio transformers, and where these are used it may be necessary to extend the panel to 28 inches and to

increase the distance between condensers to 10 inches or more to prevent the rotors touching. With regard to the "Browning-Drake" kit, a word of warning is necessary. It is recommended to either make up the kit to the specifications previously given in this magazine, or else to buy the proper kit as manufactured by the Browning-Drake Corporation, U.S.A. The names of firms supplying these will be given to anyone interested. In wiring up the set, the instructions given in previous numbers of this magazine should be strictly adhered to. The "Browning-Drake" Receiver, when properly wired, is capable of giving wonderful results; but any departure from accepted methods of wiring or arrangement of parts will mean a serious loss of efficiency.

### List of Material Required

- 1 Bakelite Panel, 7in. x 24in. x 3-16in.
- 1 Wood Sub-Panel, 8 $\frac{1}{2}$ in. x 23 $\frac{1}{2}$ in., x 3-8in
- 1 "Browning-Drake" Kit.
- 1 Balancing Condenser (2 Vane type).
- 1 .0003 MF. Vernier S.L.F. Condenser (Low Loss type).
- 1 .005 MF. Vernier S.L.F. Condenser (Low Loss type).
- 1 .001 MF. Fixed Condenser (Mica and Copper).
- 1 .0025 MF. Fixed Condenser (Mica and Copper).

- 1 .00025 MF. Fixed Condenser (Mica and Copper).
- 4 Valves, Type UV201A.
- 4 American Sockets.
- 3 Rheostats, 30 Ohms.
- 1 Push-Pull Battery Switch.
- 1 Audio Frequency Transformer (ratio, 4 $\frac{1}{2}$  to 1).
- 1 Audio Frequency Transformer (ratio, 3 to 1).
- 1 Double Circuit 'Phone Jack.
- 1 Single Circuit Filament Control 'Phone Jack.
- 12 Bus-bar Wire Lengths.
- 8 Engraved Terminals.
- 2 Brass Brackets.
- 1 Grid Leak, 5 to 7 Megohms.
- Terminal Strip.





FRANKSTON RAILWAY STATION STAFF—Top row (left to right): E. Pugh, Car Cleaner; A. Nicholson, Ganger; L. Georgeson, Press; R. H. Roper, Signalman; A. A. Millerd, Acting Signalman. Middle Row: Miss M. McGrath, Refreshment Room Assistant; B. J. Ward, Lad Porter; R. McGirr, Motorman; H. Creswick, Motorman; H. W. Freeman, Guard; A. J. Davis, Guard; W. Try, Motorman; Miss G. Counsell, Refreshment Room Proprietress. Front Row: T. Lewis, Motorman; J. Riley, Motorman; A. G. Tasker, Retired Assistant Stationmaster; F. H. George, Stationmaster; A. G. Johnston, Assistant Stationmaster; P. R. Gow, Lad Porter; D. H. H. Jones, Junior Clerk.

## Talking—And Doing

It takes more than talk to haul a ton of coal. Mr. A. J. Paul, Secretary of the Bendigo District Fuel Conservation Committee, took this as his text for a paper read before his committee.

LATE one afternoon a tram car, hurrying with its load of hungry, tired passengers, stopped. Directly on the track, holding the right of way, was a heavily-loaded coal wagon; the horses strained and tugged, but the load didn't stir. The passengers began to talk. One said, "It is a shame to overload horses like that! The Society for the Prevention of Cruelty to Animals ought to take up the case. Horses have rights as well as men. The driver ought to be punished." But the load did not stir. It takes a deal of talk to draw a load of coal.

Another man said, "The firm is to blame; they are too greedy. There should be more horses and lighter loads, even if the profits are smaller. If the State owned and distributed coal, the horses would have a better chance; the cure for individual greed is State ownership." But this declaration of principles did not stir the coal.

Another man spoke of his pity for the overloaded, overworked horses; but pity in the car isn't power on the pole.

One man, with a practical turn of mind, left the car, spoke to the horses, patted their necks, won their confidence, pushed sturdily at the wheel, encouraged the horses at the same time. A few pounds' push, a hundredweight of good cheer, and the load started!

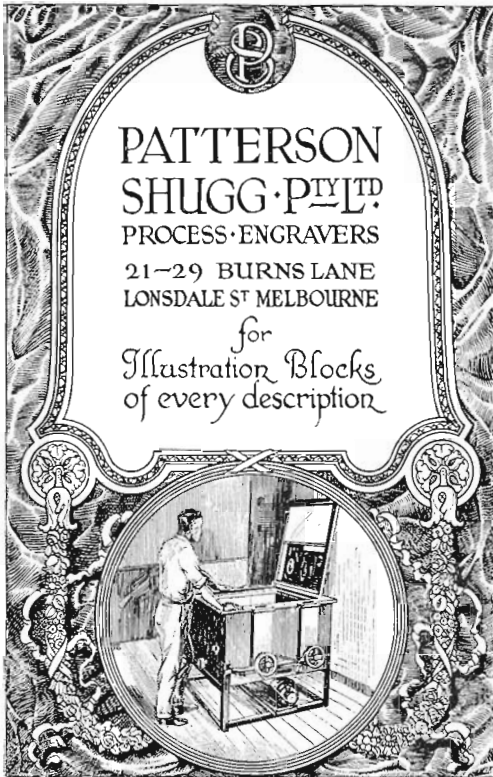
If the load sticks, if discagements are

in the way, if the road is blocked, don't blame conditions and circumstances, don't pity the overworked; get out, whisper a word of encouragement, put your shoulder to the wheel, do your share to make things move, to clear the track. The voices of many in the car brought nothing to pass; the voice of one in the right place, coupled with a little effort, opened the way.

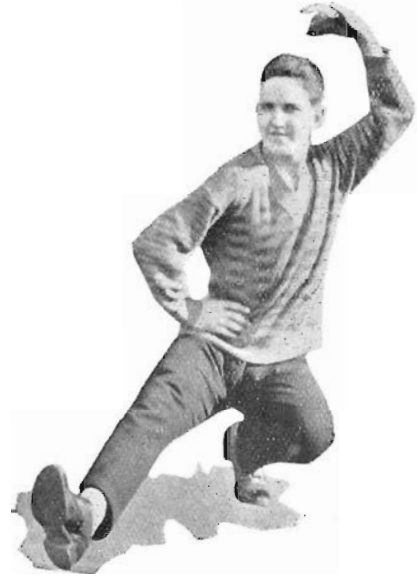
Anyone can criticise, find fault, blame, but it takes sense to help. Sympathy in the car will never help the horses; get out, talk a little but push a good deal. Cease to be a load, but become a force. Put your strength against the obstacles, your words where they will do work. Be a radiator, not a refrigerator; raise the temperature, not lower it. Quit grumbling, begin pushing. Back up your words by your deeds.

Time was when everybody had a thrust at the Railway Service. The railway employe also was not beyond the influence of the outside critics. But, happily, to use a colloquialism, the Railways Department is coming into its own.

The Fuel Conservation Movement has, I make bold to say, by its influence assisted to restore the confidence of people (if ever it was needed) in those who are pulling the heavily-loaded wagons.



**PATTERSON  
SHUGG & PTY LTD**  
PROCESS ENGRAVERS  
21-29 BURNS LANE  
LONSDALE ST MELBOURNE  
for  
Illustration Blocks  
of every description



Jack Fisher, pupil of the Institute Dancing Class, under the tuition of Miss Dorothy Gladstone, executing a figure in eccentric dancing. Son of a railwayman, Jack has made wonderful progress assimilating with fine results various complex forms of the dancing art.

---

It's only a small thing to stop before crossing a railroad track. But little things sometimes make big differences. See what prefixing an "s" to "laughter" will do.

If you do not make more of a job than the average man, any "average men" can hold your job, and this is a position that can be filled by almost any man and is not worth much.

Life is like a game of cards. You must play the game with the hand that is dealt you. The greatest glory, after all, is winning with a poor hand, and the greatest disgrace is losing with a good one.

## IS YOUR SHIP COMING HOME ?

*Most of us are deriving anticipatory pleasure from dreams of what we are going to do "when our ship comes home," which is only another way of saying that we would do great things if Fortune came to us unexpectedly.*

*Unfortunately it is a hard fact that fortunes rarely come that way, and our future well-being mostly depends upon our own efforts, and wise plannings.*

*What are you doing for yours ?*

*A Savings Account is your best insurance against the future. One Shilling starts an account and regular deposits and accumulating interest will do the rest.*

*Open an account now with the ..*

**Commonwealth Bank  
of Australia.**

(Guaranteed by the Commonwealth Government)



---

"Snap" taken by Repairer D.C. Pierce, of Sand Cutting on No. 15 Length, Nyarrin. "Yet they say sand will not drift in the winter," says Mr. Pierce. Note part of rail showing.

---

15  
Jewels

35/-



## NEWMAN'S "Railway Lever" For Railway Time

Within a few days of buying it you'll value your Railway Watch as highly as hundreds of other Railway Men value theirs! For, though so low in price the "Railway Lever" is a thoroughly dependable timekeeper, keeping "Railway Time" week in, week out, and will stand up to any amount of rough usage!

It has a compensating balance adjusted for temperatures, has 15 Jewels, and a strong Nickel Screw Case with Crystal flint glass, is also dust and waterproof.

Send 35/- for yours to-day and we will forward it post free by return mail.

S. J. J. J.

# Newman's

(Regd.) Our only Address W.-McF.

84-86 Elizabeth Street, Melbourne

### STATE BOXING AND WRESTLING CHAMPIONSHIPS.

Great success was achieved at the V.A.A.A. State Boxing and Wrestling Championship by members of the V.R.I. Gymnasium, five of the thirteen championships being won, and three runners up coming from the Institute Gymnasium.

In addition, another railwayman took the Heavy Weight Boxing Title. Successful competitors were as follows:—

**Boxing (Winners).**—Bantam Weight, J. W. Haines; Light Weight, G. Sullivan; Middle Weight, D. H. Ryan; Heavy Weight, P. Ratcliffe.

**Boxing (Runners Up).**—Light Weight, A. Mahoney.

**Wrestling (Winners).**—Welter Weight, T. P. Bolger; Heavy Weight, J. F. McKenna.

**Wrestling (Runners Up).**—Bantam Weight, B. F. Nugent; Heavy Weight, S. Todd.

### INTERSTATE RAILWAY INSTITUTE'S BOXING AND WRESTLING CHAMPIONSHIPS.

Teams from New South Wales, Queensland, and South Australia will meet the Victorians this year in this State, at the Central Institute Hall, on the evenings of October 20, 21, 22. Try-outs will be held on October 6, 7 and 8, to determine who shall compose the team of Victorian athletes to try conclusions with the Interstate men. Eighty entries have been received.

### Chapped or Calloused Hands

TAKE 1lb. of mutton fat (no other kind will do), render it down, strain, and, while hot, add two tablespoons of glycerine and the juice of one lemon. Stir until it becomes like thick cream, and put away in jars. This is a fine thing for those whose hands become chapped during the frosty weather, and should be kept in all households where men do hard manual labor.

### What a Little "Comma" Can Do

This is a concrete instance of what confusion misplaced commas can produce.

"Lord Palmerston then entered upon his head, a white hat upon his feet, large but well-polished boots upon his brow, a dark cloud in his hand, his faithful walking stick in his eye, a dark, menacing glare saying nothing."

Do not believe all you see. The tallest monument in the cemetery doesn't always reach the nearest to heaven.

The reason why so many fail is because they will not make the sacrifices of time, of pleasure, of comfort, demanded by success.

Another word for "failure" is "selfishness"—the fear that if you work overtime or do more than you must, some one else besides yourself will benefit.—U.S. Senator Couzens.

Miss Gladstone, Instructress of the Calisthenics Class at the Institute, is a well-known authority upon dancing, and the fact that she is one of the four judges appointed to award the £1000 dancing prize which is at present being competed for at the Wattle Path competitions, is no mean recognition of her expert knowledge of dancing.

During a recent week-end 14,201 sheep were loaded at the Wodonga trucking yards into 151 trucks; twenty trucks of cattle, comprising 205 head, were also despatched for Newmarket. The total loading came from N.S.W., and six special trains were engaged to transport the stock. The whole of the work was carried out without a hitch.



#### FILE THIS AWAY.

Chief Clerk, to young lady file clerk just back from Vacation: Miss Files, we've hunted ever since you left for that file on the killing of Farmer Head's two steers. Can you locate it?

Miss Files: Certainly—and produces it in two seconds.

Chief Clerk: That's it all right. But where did you have it filed?

Miss Files: Why, there's only one possible place—right here under "Dead Freight."

#### A MISPLACED LETTER.

Diner: "Waiter, there's a button in my soup."

Waiter (ex-printer): "Typographical error, sir; it should be 'mutton.'"

#### TRUE BUT FOOLISH.

"You expect mighty big wages for a man who has had so little experience in this kind of work," said the foreman to an applicant.

"Well," replied the prospective laborer, "it's harder for me when I don't know how."

#### DOUBTFUL.

"Well, John," the doctor said one morning on his arrival, "what is your master's temperature this morning?"

"Indeed, sir," replied the servant, "I should not like to say, sir. He died during the night."

#### HEAVENLY.

He called his wife an angel so often that she became suspicious and asked why he used that particular term of endearment.

"Well," said he, "you seem never to have any clothes, you are always up in the air, and you keep on harping!"

She (apprehensively): Am I really the first girl you ever kissed?

He: Yes; and yours are the sweetest of all.

Rastus was sporting proudly a new shirt when a friend asked:

"Boy, how many yards does it take for a shirt like that?"

Rastus replied: "Say, man, Ah got three shirts like this outa one yard last night."

A visitor said to a little girl: "And what will you do, my dear, when you are as big as your mother?"

"Diet," replied the modern child.

It's a hard world. If you don't lift your hat you expose your bad manners; if you do you expose your bald spot.



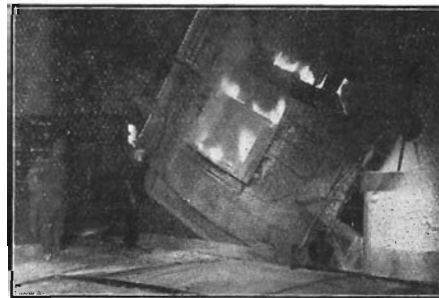
**A Challenge.**—Railway revenue amounting to £3953 2/- was collected by the lad porters doing duty in the down side office, Glenhuntly, for the year ended June 30th last.

Writing on their behalf, Mr. Fred. A. Uhlman, D. P. Clerk, sends us an interesting statement showing the monthly contribution which had been collected towards the foregoing total.

They challenge any suburban station, down side, manned by lad porters to equal this sum.

#### A STATION STORY.

LILYDALE is dead. The St. Kilda. They would not let Canterbury her, but knowing Camberwell they sent to him, and he said Collingwood be pleased to do it. That matter was settled. The minister officiating at the graveside was the Rev. Montague Macaulay, commonly known as Jolimont. The chief mourners were Albert Park and his girl, Mordialloc, who wore a lovely Ascot Vale around her Auburn hair. Albert Park wore his Northcote, but his hat was too small for him, although it Fitzroy. After the last sad rites they all journeyed to see Albert Park Box Hill. All went well until someone threw a Black Rock, which knocked Albert Park out. Mordialloc made Bendigo for the doctor. He arrived at the Launching Place, and while standing on Hurstbridge, saw a Blackburn his house down. He then got a lift in Abbotsford, and, thinking that a few Spotswood do him good, called and had a couple of glasses of Newport.



Series No 2

#### "The making of sound steel"

"Pouring" from 6-ton  
HEROULT ELECTRIC FURNACE

Watch this space for progress in  
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### SOWING AND PLANTING FOR OCTOBER.

**Artichoke, Globe (seed); French Bean, Lima Bean, Butter or Waxpod Bean; Beet (Red), Beet (Silver); Broccoli; Brussels; Cabbage (Main Crop and late sorts); Cape of Commerce; Cape Gooseberry; Capsicum; Carrot; Celery; Corn, Sweet or Table; Cress; Cucumber; Egg Plant; Lettuce (Iceberg, New York, Hanson); Melon, Preserving, Rock and Water; Mushroom Spawn; Mustard; Okra or Gombo; Parsley; Parsnip; Peas (Yorkshire Hero, Stratagem); Pumpkin; Radish; Salsify; Spinach (Round or New Zealand); Squash; Swede (Laing's Garden); Tomato; Turnip (Orange Jelly and White Stone); Vegetable Marrow.**

**T**HIS is such a busy month in the garden that we can only give reminders under various headings.

Lawns and verges of English grass will need cutting twice weekly, or you may so divide the time to make three cuttings for the fortnight. Regularity will lighten the labour. Don't use fertilisers until you see signs of impoverishment, as, unless necessary, they will only add to the quick spring growth. Cut out the weeds before they become strongly rooted, and run the roller over occasionally. This is the best time for planting buffalo lawns.

### FLOWER GARDEN.

Roses will need watching lest mildew prevails. Frequent cloudings or dustings of sulphur applied in the morning will overcome this. Green Aphis (fly) may be effectively removed by a sharp hosing, followed up a time or two; but if persistent use soft soap syringed or sprayed.

Carnations may still be planted, especially the more vigorous American varieties. Obtain them in pots; they are safest.

**Chrysanthemums.**—This is the correct month for planting these, whether for garden decoration or show blooms. If you have them growing don't fail to lift them and divide; don't allow the old stools to remain. For large or show blooms, young plants, single shoot divisions or rooted cuttings are essential.

**Cannas** are showy grouped in either large beds, as a background, or interspersed in the shrubbery. Plant now; if you have them over from last season, divide at once and replant.

**Dahlias.**—Note the time for these; if you want a show at Christmas they should be growing now. They probably will be if left in ground during winter, but don't plant till end of next month or middle of December if you want the best results. They are a glory in autumn. Prepare the ground for them by frequent turning of soil and manure.

**Delphiniums.**—These lovely blues ought to be coming on now, but if you haven't yet planted them it is not too late. Beds to themselves are best, choosing deep rich soil, they are very striking as they tower up in the mixed borders. Special vigilance against slugs and snails is necessary for these.

**Summer Annuals.**—Of these Phlox Drummondii and Asters should have pride of place, especially as the Australian-raised seed is quite equal and in vigor superior to the imported; nothing can be finer for lawn beds and borders. The Asters must have well-worked rich soil, and in no case allowed to become checked as seedlings. Marigolds, French, make a

beautiful border-row, and last long, while the new Giant Marigold is splendid late in Autumn, and mixed with tall Cosmos are most effective. There are many other varieties such as Zinnias, Balsams, Amaranthus, Cockscombs, Sunflowers, Larkspurs, Calliopsis (annual). Pansies and Violas may still be planted in cool districts. Verbenas are too seldom grown; if seedlings are obtainable they will make a fine summer show, and especially attractive trailing over rock edging.

### SHRUBBERY.

The shrubbery is full of interest this month. Make a note of the varieties blooming. Some can still be planted out if obtainable in pots, and several ought to be planted now instead of in the cold weather. Jacarandas, Erythras, Hibiscus, Lasiandras, Japanese Magnolias, Bouvardias and climbers such as Bougainvilleas, Tasonias, Passion-fruit, Solanums, Cobears and Snail Creepers are often planted too early, only to court failure.

All bulbs must be allowed to mature growth as they pass. Just tie or twist the foliage neatly; don't remove it too soon.

### VEGETABLE GARDEN.

October should be the busiest month in this department, it being important to have a succession of your own freshly grown vegetables and saladings during the summer season.

**Lettuce** is the most popular and most universally used of all saladings, and should be included in every Home Garden. Being quite hardy and frost-resistant, a succession may be preserved the whole year round by regular sowings every three or four weeks. For crispness and other desirable qualities, Lettuce must be freshly cut, and for this reason alone should be included in the first selection of vegetables to be grown in the Home Garden.

The chief requirements for success are light soil, abundance of moisture, and plant food, thorough cultivation, and room to develop. It is better to sow the seed in rows 18in. apart. Be careful in making the drills for sowing the seed, not to draw them too deep. Sow the seed thinly and evenly, and cover lightly with fine soil, then firm the ground gently with the back of the spade. Should growth appear to be slow, an application of liquid cow or stable manure, or some Nitrate of Soda scattered dry around the plants, and watered in, will stimulate growth.

### ONION.

**Onions** will succeed well on almost any ground, but the ideal soil is one that is slightly moist, well drained, rich with manure, deeply dug and thoroughly broken up. Onions will grow well and quickly on sandy soil, but the bulbs do not keep as well as those grown on stronger or heavier land. Ground that has been utilised and heavily manured the previous year for celery will generally produce good onions.

### PARSNIP.

Parsnips will grow on any deep, fairly rich, rather heavy, well trenched soil, and will also do well on sandy ground, providing sufficient water is available. In common with all root crops, the best results are obtained on rather strong soils, which have been heavily manured for a previous crop. If necessary, to enrich the ground for a crop of Parsnips, manure must be placed at the bottom of the trench when digging same out, for if mixed with the upper layer of soil, the roots fork, and thus become disfigured and useless. Well-decayed, natural manure or bone dust and superphosphate mixed are the best fertilisers, but fresh manure must on no account be used.

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VICTORIAN RAILWAYS

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“The elimination of 11-ton trucks will not mean that consignments will be held at stations when the larger trucks are introduced in order to form full truck loads. The service to be given will, to all intents and purposes, be as good if not better than at present, and the staff will co-operate with railway users in every possible way to ensure that consignments are received and despatched with promptitude.”

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# THE VICTORIAN RAILWAYS MAGAZINE

6<sup>D</sup>



VOL. 3.  
No. 11.

NOVEMBER 1926

*The Chalet*

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NATIONAL PARK**

VICTORIA - AUSTRALIA.



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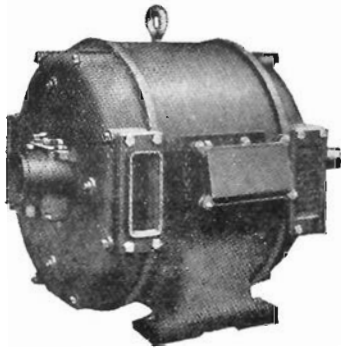
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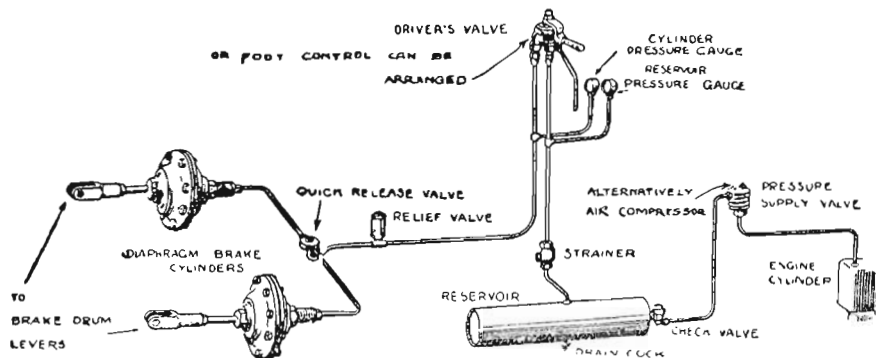


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# The Victorian Railways Magazine

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## PRINCIPAL CONTENTS FOR NOVEMBER

	PAGE
"YOU CANNOT HAVE IT BOTH WAYS" .. .. .	5
Mr. H. W. Clapp's talk on road competition to members of the Commercial Travellers' Association	
YOUNG ENGLAND SEES THE NEWPORT WORKSHOPS .. .. .	7
SERVICE SALESMANSHIP .. .. .	8
What the Victorian Railways Have Done and Are Doing	
'BUS BODY BUILDING—NEWPORT'S NEW INDUSTRY .. .. .	9
AERIAL ROPEWAY TRANSPORT FOR MAROONDAH WEIR MATERIAL .. .. .	11
ESTIMATING VICTORIA'S WHEAT YIELD .. .. . Experts make Optimistic Forecasts	12
MAKING A TRUCK COVER IN FIFTEEN MINUTES .. .. .	13
A Peep at the Tarpaulin Shop, Newport	
MELBOURNE SHOW TRAFFIC—"A BIG JOB WELL DONE" .. .. .	17
WHY RAILWAY ACCOUNTS ARE UNSATISFACTORY .. .. . By T. F. Brennan, Chief Accountant	22
Another talk on railway finance	
VICTORIA'S RAILWAY BRIDGES AND VIADUCTS .. .. .	23
Some interesting facts, figures and pictures	
EVERY RAILWAYMAN IS INTERESTED IN SUPERANNUATION .. .. . By G. Richardson	25
A RIDE BY NIGHT ON THE FOOTPLATE OF AUSTRALIA'S LARGEST LOCOMOTIVE .. .. .	27
By Richard Hughes	
CLEAN CARS ARE ESSENTIAL TO COMFORTABLE TRAVEL .. .. . By R. Rogan	29
BEAUTIFICATION—ITS PRACTICAL VALUE .. .. . By R. G. Elliott	32
THE USUAL BUDGET OF REGULAR FEATURES — SAFETY FIRST, WOMEN'S PAGE, RAILWAYMEN IN SPORT, CHILDREN'S PAGE, PERSONALITIES, BOOK REVIEWS, HORTICULTURAL NOTES, INSTITUTE DOINGS, WIRELESS NOTES, WHERE TO GO AND HOME BUILDING.	

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✻	TOPICS OF THE MONTH	✻
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### KNOW YOUR JOB.

**E**VERYONE likes to deal with a man who knows what he is talking about.

Of course, it is not possible to be familiar with every small detail, and next, in the appreciation of the public, to the "man who knows" is the man who says, "I'll find out right away and let you know," if he hasn't on hand the information requested.

\* \* \*

The man who says, "I don't know" and lets it go at that isn't building any kind of friendship for himself, or for the Department of which he is a direct representative so far as the public is concerned.

The man, who, if he doesn't know, finds out, is the man who gets to be known by the public and who is recognised by his superiors in the long run.

\* \* \*

The answer "I'll find out" begets confidence both in the man and in the service the Department is anxious to render.

Confidence is the foundation of friendship and goodwill.

### AMBITION IS NOT DISCONTENT.

**A**MBITION is a desire to succeed. It is the driving force that makes a man strive for something better in the face of all obstacles. It pre-supposes a willingness to work hard and to study hard. Add to this honesty and singleness of purpose and you have all the equipment for a successful career.

The Victorian Railways Department is an ideal field for the genuinely ambitious worker. In a service such as ours with 28,000 men engaged on transport work, there is always a demand for someone to fill a higher position, and the man who has proved that he is qualified is the man who is promoted.

But don't mistake discontent for ambition. The ambitious man is always out to do the best he can in the job which he holds. He is a good workman. His desire to succeed makes him perform his job to the very best of his ability. He is proud of his work and is pleased at all times to see his superior because he knows his work is good.

Learn something about many things and all about one thing. Learn all about your own job thoroughly; qualify for the bigger one, and you are bound to keep moving.

# You Cannot Have It Both Ways!

No business in creation can withstand loss and deficit if its own shareholders unrestrictedly undercut it. Yet that, virtually, is the position of Victoria's biggest business—the Railways—subjected as it is to unchecked and inadequately taxed motor competition. And because somebody has to make good the loss on that business, the economic pendulum inexorably swings back on its customers who happen to be its shareholders too. The point was tellingly made by the Chairman of Commissioners at the recent Commercial Travellers Club dinner.



**J**UST think it over," said Mr. Clapp. "We are all going to pay. The railways are going to dip into your pocket. They are going to lose even if there is a 50,000,000-bushel wheat crop—and it is by no means certain that we are going to have a 50,000,000-bushel wheat crop."

The chairman introduced the subject by contrasting the favourable financial positions of the Commercial Travellers Club and of the Chamber of Manufactures next door with that of the railways, which were making only deficits, which were compelled to increase their charges in every direction, and which almost every week were faced with new charges over which they had no control.

"We claim that we are everlastingly putting efficiency into this business," declared Mr. Clapp, "and you, as travellers, know that there is a different look on the faces of the railwaymen; that they now take a pride in their job.

"But notwithstanding contentment and efficiency, we are making deficits, and one of the greatest competitors is the private motor car. We are losing on our country lines alone more than £500,000 a year, and more than £400,000 of that is due to private motor cars. The rest of it is due to the commercial vehicle."

Here the Chairman made his big point. "You can have commercial vehicles and patronise them, but you must pay the price. You cannot have it both ways," he said.

Emphasising the unfairness of commercial motor competition, Mr. Clapp pointed out that for a tax of £33 a year a car could run un-

limited mileage or no mileage at all. The number of ton-miles run on the road is, of course, the basis of wear, and at a half penny a mile, a car running at the rate of, say, 72,000 miles a year—which one of our own motor coaches has been running—would damage a road to the extent of £150 a year.

However, it would appear that the damage is at least one penny a mile on such a road as the Geelong Road, with a vehicle weighing eight tons at, say, 38 miles per hour.

"For £33 a year you allow the roads to be damaged, and at the end of the year you have a railway deficit caused by that unregulated and unrestricted competition, plus a heavy bill for road maintenance," said Mr.

## FAITH IN EACH OTHER.

"I am for high wages and high production. We can get both in only one way—faith in each other. As long as I am in this job, I am here to create faith and not suspicion, and if a rate is set for piece-work I am going to stand by it. We must all turn to work and produce, and our production must have quality as well as quantity. I am satisfied with the Australian workman. I have never had a more positive response to human treatment and appeal than I have had from the men of the Victorian Railways."—Mr. H. W. Clapp, speaking at the Commercial Travellers Club Dinner on September 25.

Clapp. "That competition takes the cream of the traffic, and the railways are left to carry the wheat, wool, coal, sand, manure, firewood, road metal, screenings, and other commodities that weigh heavily."

# Why the Better Farming Train is a Success

Professor S. M. Wadham, who occupies the Chair of Agriculture at Melbourne University, has written his impressions of the Better Farming Train specially for the *Victorian Railways Magazine*. The Professor spent a week with the train on its recent tour of the Eastern Mallee District. This is what he says:—

**A**N American writer once divided mankind into those who get things done, and those who go about explaining how they ought to be done. The success of any organisation depends on the relative proportion in which the two types are represented among its members. It seemed clear to me that the direction and staff of the Better Farming Train consists almost entirely of active movers.

The thing works. When going to the lectures, watching the attentive faces of the audience, or listening to the working farmers putting practical questions, based on their own experience, I could not doubt it.

It was clear that the train is a success as an educative force, for it is satisfying (in part, at all events) a real need at each centre it visits. Some sceptics may question the need, but many conversations with the Mallee farmers themselves revealed the fact that the majority are new to the game and have no long tradition of the methods of agriculture to help them.

Many have never bought a sheep or a pig in their lives. They do not understand the structure of plants or the factors governing their growth. More important still, they are often farming in regions dissimilar in climate to those prevailing in the better known parts of the globe.

## Plenty of Questions Asked

Not only in the lecture tent is help given. Many men, especially English-speaking men, are shy of asking questions in public. I found these availing themselves of the opportunity of talking to experts in the demonstration cars. These consultations can be rendered still more convincing by reference to the well-labelled exhibits.

The numbers who gathered at the appointed places of demonstration are indicative of the interest which was aroused. One man, when questioned on this point, remarked to me, "There bain't two out of a dozen not 'ere to-day." The fact that they stayed a long time—many made their visit an all-day affair—showed that they are not disappointed.

It would be so easy for the scheme to misfire. A bad selection of subjects, an involved manner of treatment, and, above all, faults in the personality of the demonstrators might easily spoil the miracle and send the multitude away empty.

The appreciation of the womenfolk for their section of the programme seemed very marked. For them, especially in the case of those from the back blocks, where houses are often constructed of sacks and kerosene tins, life can-

not be very exhilarating. There are few sources of information (often not even a wireless set), no near-at-hand neighbors, no clinics. The train gave them opportunities of getting advice and picking up household wrinkles: it brought them back into touch with a civilisation which must often seem far away. I encountered the case of one farmer's wife who, having been to one demonstration, persuaded her husband to drive twenty miles to a subsequent one at another stopping place several days later.

Effective human organisations move smartly. I noticed that the Better Farming Train demonstration started the moment the train stopped at the appointed station, and it went with a click.



## A Permanent Institution ?

**T**O such an extent has the Better Farming Train stimulated the move towards better farming, that a deputation representing the Chamber of Agriculture, Railways and Education Departments, and other bodies recently requested the Minister for Agriculture, Col. Bouchier, to have the train made a permanent institution.

Mr. A. Mactier, of the Chamber of Agriculture, told the Minister that at the annual convention at Nhill the opinion was freely expressed that the Better Farming Train movement should not be allowed to fall away, because it had created considerable improvement wherever it had gone. Dr. Robertson said that the train had stirred up great feeling in the country for better education.

The deputation also urged the Minister to appoint an organiser or organisers to promote the formation of branches of the Better Farming League throughout the State.

Col. Bouchier, in reply, said he welcomed greater co-operation, and that the idea of an organiser was a good one. He promised to consider the requests.

## Freights and Fares

**O**VERSEAS countries are applying a much more drastic solution to the railway costs problems than Victoria has done. France, for instance, has just raised its rail fares to a level which, including taxation, is more than four times as high as that existing in 1914, while the goods tariff has been increased by 250 per cent. Passenger trains de luxe and special accommodation, such as sleeping berths, carry additional taxation, and further all-round increases in the immediate future are quite on the cards.



## Young England sees the Newport Workshops

---

The Assistant Manager, Newport Railway Workshops, Mr. J. Taylor, discusses the welfare work at Newport, with Captain Woolley, V.C., M.C., and some of the boys in the party.

---

In the Eyes of Youth few attractions can vie with the railroad, and all that it implies, and perhaps the shops where giants of steel down to the smallest bolts have their genesis epitomise that attraction. For that reason, Friday morning, October 1, which was spent by the visiting English public schoolboys in seeing how things are done at Newport, will stand out from the multitude of their impressions gleaned in Australia.

(By H.C.F.)

LIVES there a boy the world over for whom the attractions of giant locomotives is non-existent: who is not thrilled by the crash of the steam hammer on glowing masses of metal: who isn't consumed with curiosity to see "how it works"? I haven't yet discovered him.

Young England is no exception. And Young England, represented by the forty public schoolboys who, beginning with Australia, are getting a larger, a more realistic, and incidentally a more eye-opening view of the Empire, were something more than enthusiastic about the Newport Workshops which they took in their stride one day last month.

Hardly were the yards entered when young lithe arms and legs began to feel the urge to clamber over footplate and truck. Young, clear eyes widened at the maze of machinery, at the roaring furnaces, at the reasoned efficiency of movement. Young eager feet sped the acres of activity to reach each successive focus of interest.

The Rev. G. S. Woolley, V.C., M.C., who is in charge of the boys, summed it all up for them afterwards: "It's marvellous to think that all this has grown up in the last seventy years," he said with a comprehensive wave of the hand.

So it is, when you come to consider it. And, I think, Messrs. G. A. Turner, A. Courtis and F. H. Cockburn of the Drawing Office Staff, who went to great pains to explain, each to his little group of boys, how, why, and what each shop was turning out, had this point largely in mind. Mr. Cockburn, by the way, had the advantage of knowing the public school outlook on things, thereby establishing an immediate point of contact with the boys. It isn't so very long ago that he was "swotting"

Latin grammar and the differential calculus at Melbourne Grammar.

One or two of these boys are going to be engineers, perhaps railroad men. One, in particular, obviously keen on missing nothing, refused to leave Mr. Turner's elbow even for a last glimpse of a giant C2 glistening with new paint.

"See anything new?" I asked him. "Yes, lots," he replied. There was no prejudiced opinion that Australia, even Newport, could not show the world something. The same boy frankly admitted later that rail comfort in Victoria was equal to anything in England. And boys are sharp critics, as every pater-familias knows.

All too quickly for many the morning slipped into lunch time, and Mr. Easton saw to it that excellent impressions of the shops were enhanced by soup, fish, and so on down to ice-water—exactly the same as everybody else at Newport gets for 3/6 a week.

This again was a surprise to Padre Woolley. The huge well-aired dining hall, the spotless smiling waitresses, the excellence of the food and its service, and the after-lunch music by the Workshops Band found him searching his mind to name the few big undertakings in the Old Country which give service to their employes to promote service and co-operation. "There are a few which do it," he said, "and do it well, but a large number of them, I'm afraid, do not."

Five minutes for photographs, and the boys were back on the train to Melbourne, the richer by another experience. I hazard the guess that Newport, Friday, October 1, will loom largely among the entries in youthful diaries of the tour which are competing for a special prize to be given by the King when the boys get back again.

## “Service Salesmanship”

“Service Salesmanship” has been one of the greatest developments of modern times, and although it has been in vogue in Canada, United States of America, and other countries for many years, it is only within recent times that it has been introduced in Australia. The Victorian Railways were the first to lay themselves out to “sell” service to the public. The adoption of the principle has been particularly successful, and it is pleasing to note that other organisations, including State Railway Departments, are following the lead.

**T**IME was when the Victorian Railways Department paid little attention to searching for business. Those days are gone! Now it is realised that “service salesmanship” is the basis of every success in business, and the organisation which does not lay itself out to “sell” service will fall by the way. It is an old saying but true, that business is sensitive. It goes only where it is invited, and it stays only where it is well treated.

The advent of keen competition by road motors and the need for more revenue to meet the ever-increasing cost of operation have also influenced the Commissioners in seeking business: they must both improve their service and “sell” business.

The primary requisite for successful “service salesmanship” is to ensure that the service you offer is efficient and reasonably meets the requirements of the public. The Victorian Railways Commissioners, therefore, set about to raise the standard of service in the time-keeping of trains, in the prompt despatch and delivery of goods, in the personal relations between the various divisions of the railway staff and between the whole staff and the travelling public.

The one objective constantly in view by both the administration and the staff is 100 per cent. “service,” and it is left to the public to judge how far we are succeeding.

### Progressive Publicity Program

Simultaneously with the striving for efficiency is carried on a progressive publicity programme, having as its object the creation of a better feeling between the public and the railwayman, and the bringing about of a spirit of co-operation on both sides. To this end the Commissioners tell their “story” to the people of the State—by press articles, moving pictures, wireless talks, posters and pamphlets—while, in addition, suggestions are invited from the public for effecting improvements. By their splendid co-operation our customers have enabled us materially to assist them in transportation. Our slogan, “Help Us to Help You,” has abundantly justified its use, as well as the slogan “Co-operate for Efficiency,” with which we enlisted the support and aid of the primary producer with regard to the prompt loading and despatch of trucks, together with speedy unloading at destinations.

One of the leading American railway companies has adopted as its motto, “Courtesy Efficient Service Always.” Though the Victorian Railways have not adopted any specific slogan with regard to courtesy, they have preached the doctrine of service—that is, personal service from the railway staff to the

railway users. This idea has been so developed that at present the Commissioners daily receive many letters from customers, expressing appreciation of individual acts of service rendered by members of the staff.

Railwaymen are encouraged to get among the people, to become one of them and to try and understand their problems. In this way a feeling of confidence is engendered. The public have come to look upon railwaymen as human, like themselves, and to confide in them. Better understanding is the result, with general satisfaction all round. This good feeling enables railwaymen to get among railway users as friends, to discuss transportation problems with manufacturers and primary producers, and to make suggestions which are to the advantage of everyone. It is now a standing rule in the Victorian Railways Department that, if a district meeting is to be held to discuss matters relating to the railways, the District Superintendent or the stationmaster attends and seeks the opportunity to put matters right.

### An Item of Super-Service

One of the items of super-service introduced by the Railways Commissioners was the inauguration of the Victorian National Resources Development (“Reso”) Train, which is virtually a first-class hotel on wheels. It is felt that 100 per cent. service is achieved on this train, which is one of our best shop windows for “service salesmanship.”

The train is run to enable leaders in industry—town and country—to know more about their own land and each other, and to stimulate greater interest in our State and its resources, to develop and improve production and enhance prosperity; further, it provides a means for seeing what wonderful results are possible by scientific water conservation and distribution in sound land settlement.

Another form of “service salesmanship” is the effort made by the Department to assist the primary producer not only in the matter of transportation but also in assisting to find market for his goods. In the matter of fresh and dried fruits it is felt (and the primary producers tell us so) that we have succeeded to a great extent. Our “Eat More Fruit” propaganda has proved effective.

But we have gone much further in the matter of assisting the primary producer. We have made a very definite move to increase and improve production. In conjunction with the Department of Agriculture, we have inaugurated the “Better Farming Train.” This agricultural college on wheels is proving of

(Continued. on page 66)

## Bus Body Building—Newport's New Industry

**L**ET us build our own motor 'buses," said the Commissioners.  
And it was so.

The new six-cylinder Fageol, the most comfortable, luxurious and easy-running public vehicle on the Victorian high roads, is the result. It has just been put into commission.

"There is nothing on the road to touch it," declare the Department's drivers.

**A**GAIN, the Department has demonstrated that it can make anything in the mechanical transport line when it becomes necessary—and make it better than the other fellow does.

"Bus bodies" came the order, and after a brief trip to Adelaide to see how the South Australian Railways and Holden's works turn them out there, Messrs. W. Hambridge and A. J. Terry, of the Chief Mechanical Engineer's Branch, set out respectively to design and draw the last word in buses: to outdo all the others in combining a minimum of weight with a maximum of strength. And they succeeded.

Newport backed them up splendidly. Men, switched over from carriage building, put their backs and their skill into the new job, and helped by the steam-bending plant and other up-to-date machinery at the shops, they turned out work equal to anything done in Europe or America.

Incidentally, the steam-bending plant was, and is (other bodies now being in course of construction), particularly useful in reducing the weight of timber while maintaining its strength. For example, in South Australia, wheel housings are made of four by two's and spliced. By steam-bending at Newport four by one timber can be used, and the grain preserved right round the bend. As with wheel-housings, so with other curved parts—they can all be lightened.

All told the new Fageol weighs 5 tons 7 cwt.,



The latest addition to the splendid fleet of motor buses operated by the Victorian Railways Commissioners. This is a six-cylinder Fageol, noted for its comfort and smooth-running.

of which the body accounts for 1 ton 17 cwt. The seating capacity is 27 passengers, exclusive of luggage, which is carried in the rear. The actual seating is specially made of cane—the only part of the body built outside the Department—and the upholstery is in luxurious-looking leather.

To minimise projections to the greatest possible degree, the fittings of the de luxe parlor interior, such as the six roof lights, are flush with the main surfaces. The plate glass windows are fitted with the Rawlings automatic lift, and can be regulated in any position.

The Department's drivers are enthusiastic about the new 'bus. "There isn't another on the road to touch it," declares one of them, epitomising the general opinion.

## Rail and Road Services

**F**OR the convenience of passengers visiting south-coast resorts served by Geelong, the Railways Commissioners have arranged with motor service contractors to connect with the Geelong Flier at Geelong.

Forward journeys to Lorne, Anglesea, Ocean Grove, Torquay, and Barwon Heads have been scheduled to connect with this train. In the case of Torquay and Barwon Heads, the services are timed to connect with The Flier on its return journey from Geelong at 4 p.m.

Passengers for these south-coast resorts may now breakfast in comfort, catch the 9 a.m. Flier from Flinders-street or Spencer-street stations, and arrive at their destinations before lunch.



Mr. J. Rowlands, Signalman, Oakleigh, having reached the retiring age, left the Department the other day, after 38 years' service. His many friends join in wishing him many happy years in his retirement.

### THE RAILROADS WAIT ON YOUR TABLE.

You sit with travellers from afar when you sit at breakfast. Your lamb chop, your orange, your sugar, your toast—all came to you by rail.

Wait on your table! The railroads do it in a very real sense. So do they keep up your fires, furnish your home, supply you with clothing, fishing tackle, books. You live by rail, regardless of whether you yourself ever step upon a station platform.

The railroads are maintaining for you standards of service never before surpassed in the history of this country. During the heavy wheat traffic season they establish records for volume of traffic handled without congestion. The public seldom hears of this great work, yet it is vital to the success and prosperity of this State.

# Things We Are Talking About

## Railways and Settlement—Improvements at Hamilton— 3522 Suggestions Last Year—Petrol Rail Motors.

### ELECTRIC LOCOMOTIVES SATISFACTORY

THE question of extending the use of electric locomotives to other suburban goods services is being considered, according to the Commissioners' Annual Report for the year 1925-26.

Investigations are also being made into the possibilities of Diesel electric locomotives for shunting work in the Melbourne Yard.

The two electric locomotives already in use continue to give satisfactory service, and, in addition to the shunting work in the Jolimont Yard, are regularly employed operating the goods traffic on the Sandringham and Oakleigh lines, the work of electrically equipping the goods sidings on the latter line having been completed last year.

### PETROL RAIL MOTOR CARS

THE Victorian Railways Department has now had experience in the use of rail motor cars of a modern type extending over a period of about four years. The results have been highly satisfactory and have proved conclusively that this means of catering for passenger traffic on certain lines is the most economical method of providing a faster and more convenient service for travellers.

At the close of the last financial year on June 30, there were 23 rail motor cars in operation—including four of the larger and more up-to-date type.

### 3522 SUGGESTIONS LAST YEAR

INCREASINGLY satisfactory results are being achieved by the Betterment and Publicity Board in connection with the investigation of suggestions and inventions submitted by the staff.

It is evident that the ready and confidential medium which the Board provides for members of the staff to express ideas, however great or small, for the improvement of the system is appreciated. The provision of this facility tends to ensure a more progressive and contented staff, who, by constructive suggestions and inventions, are enabled to win monetary reward and, at the same time, render a valuable service to the Department and the community generally.

### ANOTHER DETAIL OF SERVICE

FOR the convenience of women travelling long distances, the Railways Commissioners have made available large paper bags, known as "millinery bags," with which to cover hats before placing them in the luggage racks.

For the present, these bags will be available on the Overland (Adelaide Express) and on the Sydney Limited. Conductors will make the bags available.

### CHRISTIAN ENDEAVOUR CONVENTION

AN event of importance in the religious world occurred last month when a Christian Endeavour Convention was held in Melbourne. Representatives attended from all parts of the Commonwealth, and there were many visitors from overseas.

Special facilities were provided by the Victorian Railways Department for the convenience of the visitors, and several special trains were run. Two specials conveyed 650 delegates from New South Wales to Melbourne, and another special transported 400 Adelaide visitors to the Victorian capital.

During the session of the convention, rail excursions were conducted to Mordialloc and Fern Tree Gully, two special trains being run on each occasion.

### IMPROVEMENTS AT HAMILTON

THE Railways Standing Committee has recommended to Parliament that approval be given to the expenditure of £42,050 on improving stations, yard, and locomotive facilities at Hamilton, proposed by the Railways Commissioners.

The scheme of improvement involves: (1) The construction of a new locomotive shed, with all modern facilities, including a repair shop, a 70-foot turntable, and all requisite connecting tracks; (2) the installation of a mechanical coal handling plant; and (3) the necessary car and truck repair roads.

The proposed locomotive shed will afford cover for eight engines, compared with two at present, and open stabling will be available for eight more, while the plan of construction will permit of an additional 21 engines being accommodated under cover should the necessity arise.

### RAILWAYS AND SETTLEMENT

HOW railways open up country for settlement is instanced in the annual report of the Chief Engineer for Railway Construction (Mr. C. H. Perrin), in which he details the construction of the new Moama-Balranald line.

So far as this line is concerned, the report says that 31 estates, suitable for mixed farming, have been subdivided into 316 farms, comprising 461,058 acres, and of these, 171 farms, totalling 223,514 acres, have been selected. Seven estates suitable for grazing have been subdivided into 62 blocks, aggregating 311,135 acres, of which 43 blocks, totalling 192,291 acres, have to be selected. Subdivision is still going on.

Along the route of the line from Gonn's Crossing to Stony Crossing, 102,530 acres have been divided into 94 farms, and of these 25 farms, totalling 26,061 acres, have been selected to date.

## Aerial Ropeway Transports All Material for the Huge Maroondah Dam



Of more than passing interest to transportation men is the Metropolitan Board of Works' scheme for transporting the hundreds of tons of sand and cement, necessary for the construction of the Maroondah Dam, from the Healesville railway station to the scene of operations. An aerial ropeway,  $1\frac{1}{4}$  miles in length, conveyed all the material, incidentally lifting it 300 feet on the journey.

**A** SIX months' job, the aerial ropeway was erected in 1921, and has been in active commission ever since. The only repair necessary has been the replacement of two wooden structure supports.

A stationary cable and a lower transmitting one stretch from the dam to the station and back again. Along these cables, in sedate and unflurried fashion, 84 buckets have travelled backwards and forwards for five years.

They have worked 8½ hours every day, and have always maintained a strict schedule. With such mathematical precision has their running time-table been arranged that, throughout the day, year in and year out, 42 loaded buckets on their way to the dam have kept pace with a similar number of empty ones descending for their load.

A space of 300 feet separated each bucket, and the rate of travelling was three miles an hour, which enabled a bucket to dump its load at the dam 45 minutes after it left the railway station.

Eight cubic feet was the capacity of each bucket. Three buckets accommodated one ton, and 450 loaded buckets made the trip to the dam daily. Every hour, 52 empty buckets travelled down to the sand bin, received their load, and left on the 2¼ miles return journey.

By this means, 503,180 bags of cement (which, computed at the rate of 18 bags to the ton, amount to 27,904 tons) and 60,818'48 cubic yards of sand were safely transported in mid-air to help dam the immense basin

which will play such a big part in Melbourne's water supply service in the years to come.

Naturally, the Victorian Railways Department has been actively connected with the construction work. The huge quantity of cement and sand, which came from Fyansford and Cranbourne, respectively, was transported to Healesville by rail. So also was a formidable collection of coal, briquettes, explosives, steel, iron and other bulky material.

Altogether, an average of 200 tons of material has been transported daily by the Department six days a week during the construction of the dam.

Covering 542 acres, the Maroondah dam can store 6,000,000,000 gallons of water at one time. Even now, it is supplying Melbourne with 28,000,000 gallons daily.

Of masonry dams similar to the Maroondah (i.e., 100 feet in height), there are 58 others in existence. Twenty-four are located in Europe, 23 in America, four in India, three in Africa and Australia, and one in England.

Mr. H. L. Trethowan was the officer in charge of the operations of the Metropolitan Board of Works at Healesville. His remarks on the railway service are interesting.

"As the man who has had to deal with the railway staff here," he says, "I can say that the service we have received during the whole of this big job has been most satisfactory."

He draws a fat, black-covered notebook from his pocket and flicks open the pages, dis-



# Estimating Victoria's Wheat Yield

Railwaymen are vitally concerned with the wheat yield of the State. Agricultural experts and statisticians have already settled down to the engrossing task of estimating the yield for the forthcoming harvest. The Minister for Agriculture (Mr. Bouchier) and the Premier (Mr. Allan) expect that 60,000,000 bushels will be garnered, but the Senior Research Meteorologist at the Commonwealth Weather Bureau (Mr. H. Barkly) is not so sanguine. His forecast is 42,400,000 bushels.

FOR its own information, the Railways Department conducts an exclusive investigation each year of the prospects for the wheat harvest. Stationmasters throughout the State ascertain what acreage will be cut for grain in their districts, and, in conference with the farmers, arrive at an estimate of the yield.

Their reports are forwarded to Head Office, where a complete forecast is drawn up for the State.

The General Passenger and Freight Agent (Mr. W. E. Keast) is not able at present to indicate what the Department's estimate will be. Reports are only now coming to hand, and several weeks must elapse before any reliable figures can be quoted.

The ideal conditions under which the wheat was sown this year have greatly encouraged the prophets, and a record-breaking harvest has been predicted.

The Minister for Agriculture (Mr. Bouchier) anticipated last month that the previous Victorian record wheat harvest of 56,000,000 bushels would be exceeded, and the disappointing 29,255,000 bushels garnered last year more than doubled. This optimistic forecast was endorsed by Mr. Allan, the State Premier, who thought that 60,000,000 bushels would be somewhere near the mark.

More restraint was shown by the Senior Research Meteorologist (Mr. H. Barkly) in an unofficial forecast. He predicted a 45 per cent. increase, based on a yield of 14.6 bushels to the acre.

Accepting the official estimate that 2,900,000 acres would be cut for grain in Victoria, this represented a crop of 42,400,000 bushels.

In support of his figures, Mr. Barkly advanced some formidable facts regarding the weather and the aggregate rainfall in the wheat areas.

"In March, April and May," he pointed out, "the rainfall was over the average, but the area of excess dwindled considerably in June, and covered little more than half the wheat areas in July.

"The critical period for wheat is in August and September. The variations in the rainfall during those two months account for about 80 per cent. of the fluctuations in the harvest. This season the aggregate rainfall for the two Spring months is slightly below the average—the September deficiency having more than counter-balanced the excess in August.

"The very favourable early conditions will probably give a return in hay better than that which can be expected from grain."

This estimate of 14.6 bushels to the acre was contingent upon an average rainfall of about 1½ inches during October. If the falls during that month were much higher or lower than that average, the yield might vary to the extent of seven or eight per cent. According to Mr. Barkly, the probabilities were that his estimate would be within four per cent. of the actual yield.

"The effects of the rainfall after September are somewhat deceptive," he explained. "While the October falls add to the total yield, the addition is not so great as the appearance of the well filled-out grain would indicate. This is because the extra moisture considerably reduces the f.a.q. value and gives a much lighter grain."

Garnered as it is from the centre of the Australian wheat belt, the Victorian harvest provides a very fair index to the total Australian yield.

A Victorian yield of 14.6 bushels, based upon the averages of the past 30 years, should signify an average of 13.3 bushels per acre for the Commonwealth. The total area under wheat crop for the whole of the Commonwealth is not actually known, but if it should reach 11,000,000 acres, which is 10 per cent. above the total of last year, the prospective yield would then be nearly 150,000,000 bushels.

It would seem, therefore, that railwaymen throughout Australia will be kept very busy when the transport of this season's wheat yield to the seaboard takes place.

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playing row after row of closely-written figures. He points to a date in 1921 at the beginning of the book.

"See these figures? They are the different numbers of the trucks that have carried our cement and sand to Healesville since the construction work began. I haven't been able to find time yet to work out just how many

thousand trucks have been involved, but you can see that it is no small number.

"In spite of the quantity of material that was carried by the railways, we were never concerned in the payment of any demurrage charges, and every assistance was cordially given us by the railway staff here.

"We are very satisfied."

# Making a Truck Tarpaulin in Fifteen Minutes

Anything and everything in the canvas line used by the Railways from a truck cover to an ambulance stretcher is manufactured at the Tarpaulin Shop, Newport. The staff there can turn out a first-class waterproof truck tarpaulin—sewn, hemmed, rigged, tie-roped, stencilled and numbered—fifteen minutes after they receive the raw material.

**P**ILES and piles of damaged truck covers—dejected covers, weary-looking covers, tattered covers, down-at-heel covers, limp covers, stiff covers, covers that have apparently collapsed from exhaustion—the place is a veritable cover hospital, a Sargasso Sea of dilapidated tarpaulin.

This is where all the railway truck tarpaulins in the State are overhauled, strengthened and rejuvenated, or reduced to the menial, but still useful, position of a yard cover. Two thousand five hundred covers are repaired here each month.

In many respects, this repair section of the Newport tarpaulin shop resembles the casualty ward of a big hospital. Head surgeons examine the patients and classify their injuries as slight or serious, critical or even hopeless. They pass their verdict on the cases and hand them over to the junior surgeons with instructions as to the course of treatment to be followed.

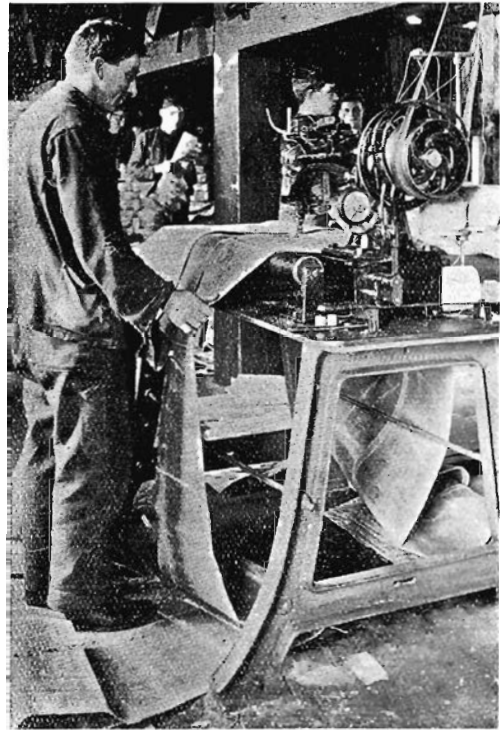
Operations are performed, stitches inserted, and, in a very short space of time, the truck tarpaulins, restored to health and vigour, pass once more into active service.

Adjacent to the repair shop is the well-equipped building in which Victoria's railway tarpaulins first see the light of day. Sixteen machines whirr and clatter on one side, and in the centre of the floor a long bench runs into the shadow cast by the towering shape of the dressing plant.

It is in this dressing plant, which is capable of treating sufficient canvas to make one thousand covers a month, that the bulk material is anointed with the paraffin-wax preparation that gives it its waterproof coat. Linseed oil was formerly used, but it was supplanted 18 months ago by the cleaner paraffin solution. From a workshops point of view, this is a much more satisfactory arrangement. Linseed dressed covers required a month to dry properly, but the newly dressed ones are dry the minute they pass from the drying chamber of the dressing plant, and are available for immediate attention at the hands of the sailmakers and their apprentices.

Moreover, there is not the slightest reason to think that the paraffin dressed tarpaulin will be any less serviceable than its darker and stickier elder brother.

The very best of flax canvas (imported chiefly from Dundee and Aberdeen) is used in the manufacture of the covers. It is subjected to a severe tensile test, and keen-eyed chemists search suspiciously for any traces of



*This double-needled "Singer" sewing machine in the Newport tarpaulin shop should interest the housewife. Every day it runs 500 yards of double seaming through the toughest of waterproof canvas. Machinist W. McLeay is the controlling influence.*

starch or other foreign substances.

The canvas reaches the tarpaulin shop in 50 ft. rolls—or bolts, to use the correct trade term. These bolts (each one of which will make a truck cover) are connected in one continuous strip, which is fed into the dressing plant.

Wound through roller after roller, the long, untreated strip of canvas is plunged into the paraffin-wax preparation, stretched and mangled between more revolving rollers, forced through the big drying chamber, and finally projected on to the bench, thoroughly waterproof, and ready for the next stage in its manufacture.

It is then cut up into various lengths, and

## AND A LITTLE CHILD ———.

**S**AFETY first—even a child of three has the instinct of self-preservation, albeit unreasoning and unconscious of the avenues that lead to danger. Mr. M. Larkins, Assistant Stationmaster at South Brunswick, supplies a case in point.

\* \* \* \* \*

Nobody knew how he got there. None, even of the waiting passengers, saw him until the 5.1 p.m. down train was sliding into the platform—until the grind of the emergency brakes focussed attention on the little wisp of humanity crouching against the wall of the pit. He had sensed the oncoming danger and instinctively shrank from it.

But the laden train had too much momentum. Nearer it came . . . nearer. A gasp of apprehension went up from the onlookers powerless to avert the inevitable . . . Four cars had passed the child before the protesting wheels bumped to a halt.

\* \* \* \* \*

Mr. Larkins was the first at the spot, just in time to see the little mite crawl from beneath the car—unhurt. Picking him up, the relieved Stationmaster took him to the station office and thence to his parents, a quarter of a mile away. Too young, too frightened to tell how he got down into the pit, his parents were just as much at a loss to account for it.

\* \* \* \* \*

But that safety first instinct saved another young life. Luck as well? Perhaps—but it more than emphasises the need for cultivating the primary instinct into reasoning foresight, and the recognition of—**SAFETY FIRST BEFORE IT HAPPENS!**

delivered into the care of the machinists. Double-seamed, the now recognisable oblong shape of tarpaulin is neatly hemmed and finished off. Red tie-ropes are attached, the necessary appliance for ridging affixed, identification stencilling performed, and a first-class truck tarpaulin, with about five years' life in front of it, is added to the Victorian Railways stock.

Under favourable conditions, the complete manufacture of a truck tarpaulin at Newport can be carried through inside 15 minutes.

No reserve stock of idle tarpaulins is maintained. A set programme of replacements is met every year.

But let Foreman J. S. Butterfield explain the matter himself. He has been in charge of the tarpaulin shop for the past five years, starting as a boy there in 1898, and serving his whole career in the shop. So he knows what he is talking about.

"Every year," he says, "a certain amount is set aside by the Department for tarpaulin replacements, and we are informed just how many tarpaulins will require to be manufactured. This year, for instance, an issue of 6000 tarpaulins was authorised.

"Now that doesn't mean that we've got to set to and rush out 6000 covers immediately we receive the order. We've got to arrange for a stipulated number to be steadily turned out over the whole 12 months. Accordingly we gauge our output in advance, and stick to a defined programme.

"To turn out 6000 tarpaulins in a year calls for the manufacture of at least 500 each month. Holidays, additional orders in other directions, unexpected eventualities, and the like, are all going to dwindle away our time,

however, so, to be on the safe side, we are at present maintaining a regular output of 600 covers monthly—150 a week."

In addition to this monthly production of 600 covers, 3000 lashings pass into commission from the tarpaulin shop's rope-making and splicing section every four weeks.

There is plenty of variety, further, in the remarkable assortment of canvas goods fashioned in the tarpaulin shop. Roof canvases of all sorts and sizes, coir mats, vestibule connections, engine screens, canvas gloves for use by railwaymen engaged in the handling of iron, ice mats for refrigerator trucks, linesmen's wallets, bonnet covers for rail motors, fire beaters, water bags for Mallee cars, footwarmer covers (anything from two to three thousand a year), ambulance stretchers, suits of canvas overalls, caterpillar hoses, correspondence bags, ticket bags, laundry bags, bags for railway bill posters—all these and a hundred and one other different articles are manufactured from raw material at the shop.

Foreman Butterfield puts the whole matter in a nutshell: "Anything and everything in the canvas line required by the Department can be made here," he declares firmly.

I hate to see things done by halves. If it be right, do it boldly; if it be wrong, undo it. —Gilpin.

Goodwill for a business is built up by good goods, service, and truthful advertising.

Don't carry around a lot of opinions with which to start an argument. Facts are better.

# Views on Motor Competition

That railway organisations the world over are troubled with the problem of motor competition is evident from the remarks, made from time to time by railway executives. Mr. C. H. Markham, President of the Illinois Central System, U.S.A., sets forth the views of his company.

THE Illinois Central System does not assume an attitude of general antagonism to all motor vehicle common carrier transportation. On the contrary, we are disposed to encourage its development wherever there is real need for the service performed. However, we do take the position that where existing railway service is adequate for all reasonable requirements motor vehicle common carriers should not be permitted to operate to the detriment of the railroads.

There is an extensive field in which the operation of motor vehicle common carriers is justified as an advantage to the public. But this field is chiefly in extending and supplementing railway service, rather than in competing with it. For example, motor vehicle common carriers can perform a valuable service to the public by affording transportation facilities in regions where traffic conditions would not justify the expense of railway construction and operation. They also can function to advantage as feeders of the railroads by operating laterally from railway points into adjacent territory, thus extending the areas that enjoy convenient access to rail facilities. In both these ways the services of motor vehicle common carriers are of benefit to the public and at the same time assist rather than injure the railroads.

## Proper in Certain Cases

Another field of usefulness for motor vehicle common carriers is in furnishing transportation service between points served by railroads, but so situated that motor vehicles can afford more direct and more convenient service. In cases of this kind there is some conflict with railway service, but the benefits to the public in improved transportation outweigh any objection that might be based upon loss of traffic by the railroads.

The Illinois Central System recognises the propriety of allowing motor vehicle common carrier lines to perform services such as I have just mentioned. Our opposition is directed exclusively against lines that propose only to duplicate or replace service already being performed satisfactorily by the railroads.

In my opinion, there is no justification for the operation of motor vehicle common carrier service which parallels and competes with a railroad unless it is clearly shown that the service performed by the railroad fails to meet the reasonable requirements of the public or that these requirements can be more economically met by motor vehicles.

If either of these conditions is shown to exist, the operation of motor vehicle service clearly would be to the advantage of the

public and ought then to be permitted. The right of the public to enjoy the best transportation service that can be afforded is the paramount consideration.

But unless there is conclusive evidence that the railway service offered is inadequate or uneconomical in comparison, the railroads are justly entitled to enjoy the fruits of their efforts to build up their territory, and their revenues should be safeguarded from the inroads caused by the unnecessary and injurious competition of motor vehicle common carriers.

There is only a certain amount of local traffic, passenger and freight, to be handled along the lines of a railroad. The entrance of the motor vehicle carriers into this field of transportation does not produce any additional local traffic; neither does it sow the seeds of enterprise that make for industrial or agricultural growth. The motor vehicle lines come in only to take a share of the traffic that already exists, traffic that was created and developed largely through the services of the railroad.

The increased use of privately owned and operated motor vehicles over improved highways has brought about a substantial reduction in the volume of short-haul passenger and freight business handled by the railroads.

Present revenues from many local passenger trains, for example, are not sufficient to pay the cost of furnishing the service, and many of these trains have had to be discontinued entirely because of the lack of patronage. If the railroads are required to share the remaining portion of their local traffic with motor vehicle common carrier lines which parallel their tracks, a further reduction in their revenues inevitably will result, bringing about further curtailments in local train service.

In opposing the establishment of motor vehicle common carrier lines which would parallel our rails, we believe that we are protecting the interests of our patrons as well as the interests of the Illinois Central System.

We do not intend to relinquish willingly any part of our passenger or freight service. We realise that the abandonment of local passenger trains, for example, means a definite loss in prestige and convenience for the communities formerly served.

The local passenger train offers a dependable all-weather service for the transportation of passengers. By the conjunction between its service and the service of through trains, it enables passengers travelling to distant points to purchase tickets and check baggage direct to their destinations. It also provides facilities for the conveyance of mail, express and baggage, including newspapers. These services can be replaced only in part by the services

## How the Railways are Paid for Carrying Mails

In a quiet corner of the General Post Office sixteen railwaymen have been engaged for several weeks on the big and important task of compiling statistics to determine the amount payable to the Railways Department for the carriage of mails for the next two years.

ACCORDING to an Arbitration award, mails are conveyed by rail at half parcels rate. This particular award has been applicable since January 1, 1917, and the basis of payment by the Postal Department to the several Railways Departments of the Commonwealth is half the parcels rate in force at the beginning of 1917. A percentage increase, however, has been mutually agreed upon by the Departments to cover the higher operating costs since that time.

During the specified weighing period, which is provided for in the agreement for the carriage of mails, it is necessary that every bag of mails despatched from every station in the Commonwealth should be weighed and its final destination recorded.

This work, it can be readily understood, involves a considerable amount of preliminary organisation, and in Victoria alone upwards of half a million forms are required. At approximately 1100 stations throughout the State, for each of the 26 days on which the weighing was conducted, it was necessary to compile a form in respect of every station to which mail matter was despatched.

At all stations, with the exception of Melbourne, Bendigo, Ballarat and Geelong, the weighing of mails is performed at the station when the bags are brought to the train for despatch. At the four stations mentioned this course would be impracticable, on account of the extent of the traffic, and the weighing is, therefore, done at the respective post offices when the bags are closed up and labelled after sorting is completed.

At Melbourne this requires a staff of 19 men for certain part-time shifts, commencing as early as 4 a.m.

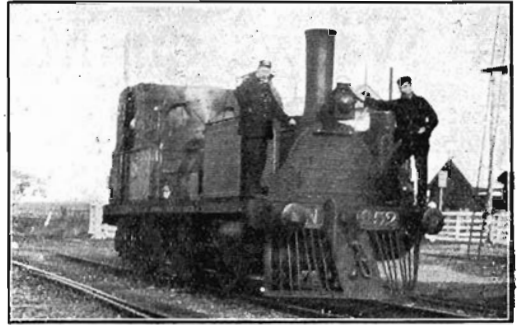
The records of weighing are sent in daily by the stations to the Supervisor of Weighing.

*(Continued from previous page)*

of motor vehicle carriers.

The people of every community where motor vehicle service is proposed in competition with the railroads would do well to study the situation thoroughly to ascertain which of these forms of transportation is the better equipped to furnish the dependable, efficient, well-rounded service they require. Then they will be in a position to lend active and well-informed support to the transportation agency which they decide is better adapted to their needs.

It is doubtful if traffic conditions justify the full operation of competing train service and motor vehicle service in any but exceptional cases.



*N.252, one of the old V.R. locomotives, which was used on the Broadmeadows "car" and ran one trip to Somerton each day about 25 years ago. Guard J. Hargreaves and Fireman T. Dunstan are standing in the front.*

The forms are then sorted, the total weight despatched between any two stations on each day of the weighing period is collated, and charges are worked out to arrive at the annual amount payable.

Carried on under the control of the General Passenger and Freight Agent, the work is under the immediate supervision of Mr. J. E. McDowell, acting Chief Special Officer and Supervisor of Weighing, who has been associated with matters pertaining to the carriage, weighing and charges of mails since 1915, and is the recognised expert of the Victorian Railways Department on these matters. It is largely owing to the effective preliminary organisation by Mr. McDowell that a work of such magnitude is conducted so successfully.

Mail weighing is carried out by the Railways and Postal Departments operating in conjunction, and the Postal Department obtains a carbon copy of all records. At all weighing points, a Postal representative witnesses the weighing, and certifies to the weights recorded; while, in addition, a staff from the Postal Accountant's branch, under the leadership of Mr. H. Dodd, checks all records made by the compilation staff.

Owing to the number of men employed, the obtaining of suitable office accommodation in a convenient locality was somewhat difficult, but this disability was overcome by the courtesy of the Postal Department in placing a classroom on the second floor of the Post Office at the disposal of the railway staff.

In consequence of its central situation, and the location of the Postal central administration in Melbourne, Victoria is often called upon to advise the other States on different matters concerning the carriage of mails.

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A word of praise now and then is relished by the best of men, as well as women.

— — —  
He who has good health, good humour and no debts is not poor.

# Handling the Show Traffic—A Big Job Well Done

This year there was a falling-off in the daily attendances at the Royal Agricultural Show, and railway passenger traffic was not as heavy as in 1925. Live stock showed an increase in the number of cattle railed to the Showgrounds, although a very gratifying spirit of co-operation between the farmer and the railwayman resulted in an actual decrease in the number of trucks required.

LAST year, 318,457 people attended the Royal Agricultural Show. Of this total, 214,222, or 67.3 per cent., travelled to the grounds by electric train.

Despite the favourable weather, the attendance at the Show this year was only 298,225, railway travellers numbering 186,834—62.65 per cent. of the attendance.

Private motor cars are largely responsible for the smaller railway percentage figure, according to the President of the Automobile Club. The large increase in the number of car owners would naturally affect the railway traffic, and no doubt many motorists took their friends with them to the Show.

The following table sets out the total attendance at the showgrounds and the number of rail passengers on each of the nine days:—

	Total attendance	By rail
Thursday .. . . .	8,956 ..	4,847
Friday .. . . .	15,813 ..	9,079
Saturday .. . . .	41,648 ..	25,519
Monday .. . . .	29,647 ..	18,453
Tuesday .. . . .	43,136 ..	28,173
Wednesday .. . . .	45,400 ..	30,746
Thursday .. . . .	61,910 ..	40,136
Friday .. . . .	28,311 ..	16,727
Saturday .. . . .	23,404 ..	13,154
Totals .. . . .	298,225 ..	186,834

To convey these travellers to and from the showgrounds, a fast electric service was maintained throughout the day. The number of trips run was 515, compared with 540 last year. The size of the trains was reduced from seven to four coaches, thus enabling a more frequent service to be provided with smaller trains.

In addition, there was a saving of 2553 car miles on last year's seven-car mileage. With 540 trips in 1925, the car mileage was 14,230; this year, with 515 trips, it was only 11,677 miles.

A satisfactory feature of the railway traffic was the increase in the sale of special Show tickets on issue at suburban stations. Out of the total of 186,834 passengers who travelled by electric train to Spencer-street, no less than 68,982 bought their tickets at suburban stations. This figure is nearly double last year's record. The facility proved so popular that a reduction in the number of booking windows at Spencer-street was effected.

The issue of suburban tickets at the showgrounds, where hitherto only return tickets to Melbourne have been available, was an innovation in the booking arrangements this

year. Seventeen thousand three hundred and thirty-three of these suburban tickets were sold to Show visitors who wished to return home by train.

Another improvement was the transfer of control of the barrier gates between the railway platform and the showgrounds to railway employes. Formerly, Show employes had charge until 3 p.m. Under the new arrangement the cost of manning the gates was borne equally by the Department and the Agricultural Society. It proved advantageous to both parties.

Live stock traffic to the Show increased this year, as shown hereunder:—

	Last Year	This year
Horses .. . . .	248 ..	239
Cattle .. . . .	703 ..	726
Sheep .. . . .	509 ..	582
Swine .. . . .	421 ..	463
Head of Stock .. . .	1881 ..	2010

Closer co-operation on the part of railway customers, however, enabled this larger number of live stock to be loaded into fewer trucks. In 1925, 421 vehicles were required; this year, 418 sufficed.

Mr. P. J. Cahill was in charge at the showgrounds, and the traffic was personally supervised each day by Mr. T. Sullivan, Assistant to the Metropolitan Superintendent.

"A big job well done" was Mr. Sullivan's comment on the manner in which railwaymen handled the traffic. "Although the live stock was not released until 4.30 p.m. on the Friday, it was all loaded before 9 p.m., and had left the Melbourne Yard en route to its various destinations before 11 p.m. Consequently, stock reached the most distant home stations by Saturday afternoon at the latest.

"It is gratifying to note, therefore, that the good work of the showgrounds staff was followed up by equally expeditious handling on the part of railwaymen generally," he added.

Transfers have taken place in the Geelong District as follows:—Mr. Bartel, District Engineer to Head Office; Mr. E. B. Slater, Head Office to District Engineer; Mr. Hargreaves, S.M., Cressy to Waingyah; Mr. O'Connor, S.M., Dunolly to Cressy; Mr. Bassett, c/o Room 9 to S.M., Beech Forest; Mr. Ryan, S.M., Burdett to Gheringhap; Mr. G. Searle, Clerk, to Clerk, c/o District Superintendent, Sey-

# Be Very Careful of Success, It May Result in Failure

An Editorial in "Railroad News," the Magazine of the Railroad Owned by Mr. Henry Ford.

**S**UCCESS is an enemy. It is the only enemy that can overcome men who are invincible to failure. Men who cannot be beaten though they fail a score of times, men who cannot be discouraged by an army of difficulties, sometimes go tumbling down as the result of a little success. More men are failures on account of success than on account of failure.

It is very easy to show how this comes to be.

Here is a railroad that has suddenly come to its senses. It has not done anything very wonderful, it has merely roused itself out of its loafing. It has not introduced a single new plan, it has not practised a single magical formula: it has simply taken the old, time-worn system and tightened up the bolts, put in some grease and compelled it to go! It has done only the simplest and most commonsense things. It has cut out the slack and the senseless waste.

Now, it is a commentary on the slough into which we had fallen that when one railroad did that very simple thing, it made a sensation. That really is a point to think of.

## Nothing to Boast About

But with all the buzz and talk, there comes another element. Every man down the line knows that the railroad is doing its work better than ever before, that a new spirit and a new alertness have come into the work, that clumsy duplication and the necessity for loafing have been cut out. And every man naturally feels better about it. Anyone who tells you that a man prefers the dog's life of loafing to the real life of going after something and getting it done, does not know men.

Besides that, the commonsense thing is so unusual that it causes a great deal of outside talk. Commonsense in business administration appears to be so unusual that it is "news." And thus the men on the railroad know that the world is talking about the big improvement they have made in railroad operation.

They make clippings of the papers and magazines. They take a personal satisfaction (which is right and proper) in all the praise that is given.

But all the time they are unconscious of what this praise, and all this credit for success, is doing to them. The most common mistake of all is to believe that when people begin to buzz, it is a sign that something has been definitely and finally accomplished, that success has been won. We are such simple creatures that we imagine the race is run the moment the cheers are heard.

Now, in the illustrative case of the railroad which we are using, it is very easy to see how praise and the sense of success works upon the minds and senses of men.

If the manager has kept his head at all, he

knows that though much has been done in lifting the old system out of its rut, it is not to be compared with what is yet to be done. And just there is one of the differences that mark men; you find one type of men standing still, complacently enjoying the little good work they have already done, smiling over it, receiving congratulations upon it, simply sucking it dry of all that can minister to their sense of pride and personal satisfaction.

## Better a Hard Programme

If the manager is of that type, he has reached the end of his achievement. The man who thinks he has done something, hasn't many more things to do.

But there is the other type of manager who is so busy with the things yet to be done that he cannot stop to enthuse over what has already been done. His is a long-range programme. What he has done he regards as a beginning—maybe a mighty good beginning, but only a beginning after all.

Now, this man sees defects that the satisfied crowd of men don't see. He sends for his railroaders and points out what is wrong. He talks to them in a tone which reveals no self-satisfaction.

"Why, boss," they seem to say, "what difference does a little thing like that make? See how well we are doing. Why, here is a newspaper clipping which says . . ."

See what the air of success does? How, after fighting failure through, they are now ready to surrender to a little success?

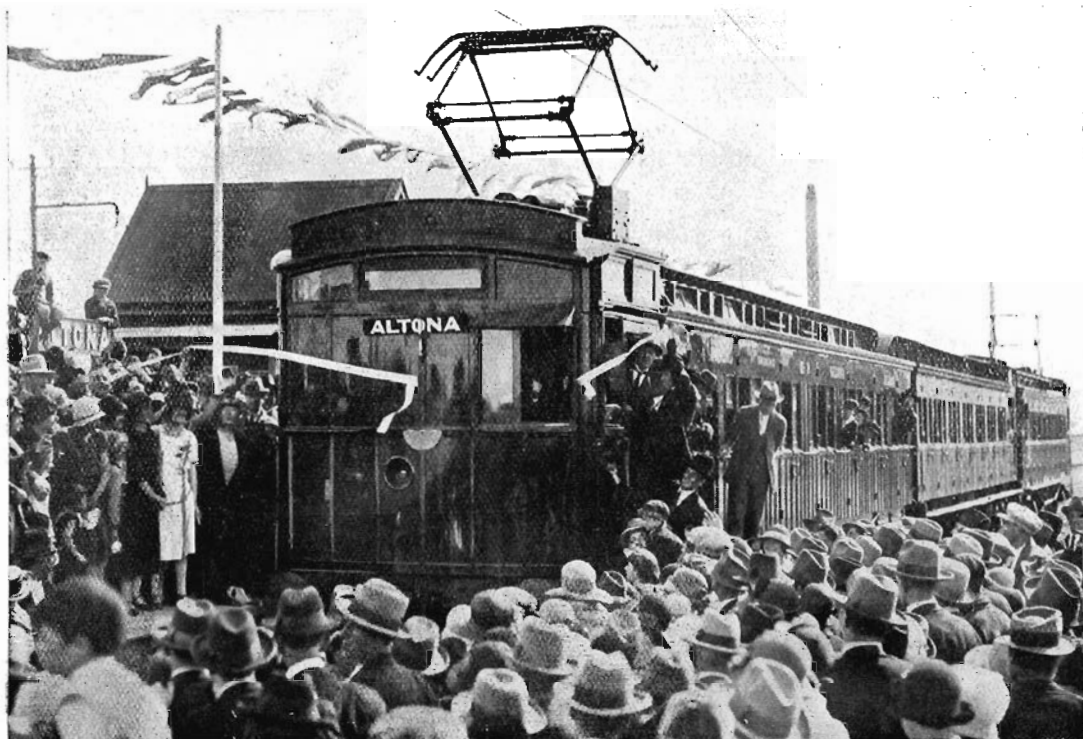
## The Danger of Recognition

Success is the enemy. It brings those elements with it that minister to our softness. There are more people desiring to enjoy life than to contribute something to life: A man wants recognition and reward; we say these are natural desires, and so they are. But when a man gains recognition, the temptation is very great to stop and enjoy the recognition. And when he gains reward the temptation is to think that he has "arrived." Who can count the number of men who have been halted and beaten by recognition and reward!

Make your programme so long and so hard that the people who praise you will always seem to you to be talking about something very trivial in comparison with what you are really trying to do.

If success comes you will have to work twice as hard to keep on top of it; once it gets on top of you, then success becomes your failure.

People at large will never be convinced of this, of course, and it is not necessary that they should. It is only when they approach the perilous place of popular approval that they must be sternly warned.



ANOTHER MILESTONE IN ELECTRIC RAILWAY HISTORY was passed on October 2, when the Altona-Williamstown service was inaugurated amid great enthusiasm on the part of Altona residents. The photograph shows the first official train about to leave the platform after the ribbon had been cut by Mrs. J. Murphy, wife of the President of the local Progress Association. "The ceremony," said Mr. Murphy, who proposed the toast of the railway officials, "marks the beginning of district development."

## Victorian Railways Mutual Benefit Society

TEN thousand people journeyed to Bendigo the other Saturday on the occasion of the annual picnic of the Victorian Railways Mutual Benefit Society. Beautiful spring weather prevailed; thus, pleasant conditions were experienced by both sightseers and competitors at the sports.

So large was the crowd from Melbourne that it was found necessary to supplement the scheduled special trains with two others. The people who travelled on trains from the metropolis numbered 5200. The remainder of the visitors included 300 from Ballarat, 400 from Swan Hill line, and 400 from Shepparton. In addition, a special football train from Castlemaine brought more than 800 people.

The attraction of the day in the city was the grand final of the Bendigo Football League competition in the upper reserve, between Castlemaine and Sandhurst. It was estimated that 16,000 people attended the match. The crowd was exceptionally orderly. The whole of the railway arrangements were carried out without a hitch, and officials spoke well of the behaviour of the travellers.

The mayor (Cr. J. A. Michelson) accorded a civic reception to members of the picnic

committee, and during the afternoon he received a number of prominent visitors. In welcoming them, he referred to the wonderful progress that Bendigo had made, and stated this was due largely to the city's favourable situation at the gateway of the vast territory in Northern Victoria and Southern Riverina.

In responding, Mr. Commissioner T. B. Molomby, chairman of the picnic committee, said that the success which had attended the Commissioners' efforts had been due largely to the co-operation of the people.

The Victorian Railways Military Band gave a recital in the upper reserve on Sunday afternoon in aid of Bendigo charitable organisations and the worn-out miners' fund. The collection amounted to £35. On Saturday afternoon the band gave a recital in Rosalind Park in aid of the Easter Fair funds.

From a financial, as well as a social aspect, the picnic was one of the most successful yet held by the society. Two such outings are held each year—one to Bendigo, and one to Ballarat. These arrangements have been in force for twenty years, with ever-increasing popularity.





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The Orange Stall conducted by the Victorian Railways Refreshment Services at the Show Grounds Siding on the occasion of the Royal Show proved a boon to the thousands of people who attended, and afforded a means of disposing of a large quantity of fruit.

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## Automatic Couplers Will Save the Railways Thousands of Pounds a Year

More than £100,000 a year will be saved by the Victorian Railways in maintenance costs and through increased shunting efficiency when the installation of the new automatic couplers is complete. And—a most important point—the change will make for greater safety among the shunting staff.

EXISTING truck drawgear, the elastic limits of which vary from 12 to 18 tons, is frequently overstressed by existing engine power, which for A2 and Dd engines, double-headed, is 21 tons, and for a C class locomotive alone is 16 tons. Consequently, failures in drawgear are not infrequent. In point of fact they are estimated to cost the department about £7000 a year.

Freight and other business must grow as the State's increasing population produces more and more wool, wheat, butter, fruit, eggs and so on, and larger engines will be necessary for economic haulage. A corresponding increase in drawgear failures is unthinkable; rather is a reduction necessary. Practical elimination is the ideal, and the new M.C.B. automatic coupler, which, incidentally, is believed to be the only type extant stronger than the present Victorian standard coupler, will probably get very near that ideal. It has an elastic limit of more than 60 tons, and its contour, and so on, are suitable for coupling to a still larger and stronger type now being standardised in America.

One advantage of the new coupling is that it will ultimately eliminate the necessity for side buffers. The annual cost for repairs and renewals of these runs into about £60,000. The M.C.B. will take all the buffing it gets, besides which it will minimise shocks by reducing the drawgear slack between vehicles by about 7½ inches. Another estimated saving of about £40,000 a year at least will re-

sult from increased shunting efficiency. Considerably more trucks can be handled per shunter-hour and per shunting-engine-hour with the automatic coupler.

To the shunter, and to the travelling public, the question of safety is of paramount importance. With the existing drawgear, shunters, guards and firemen, when coupling and uncoupling vehicles, pass between and under buffers, but with automatic coupling there is no necessity for a man to get between trucks or cars until coupling is complete. The only further operation then necessary is the joining of the Westinghouse hoses.

The public will be accorded even a greater measure of safety than now exists, as the new coupling will remove all liability to the failure known as "couplings jumping off."

Three hundred and fifty 20-ton trucks are being fitted with the M.C.B. coupler, and the necessary alterations to the undercarriages have been made. Forty oil-tank wagons are being similarly fitted. The electric stock will soon be taken in hand, and well within ten years, it is hoped, practically the whole of Victoria's rail vehicles will be automatically coupled.

To provide for connecting the automatic and the old type chain coupling during the transition period, the former is fitted with a bollard, but this arrangement does not permit the use of a screw-coupling in conjunction with the M.C.B. coupler head.

# You Can't Leave Character Out of Account

No matter what ability a man has, his success will depend to a large extent upon his character. This article, from Forbes' Magazine, offers some sound thoughts on this subject.

LATELY I had occasion to glance through a list of 24 major traits affecting a man's prospects for getting on in life. Of the 24, no fewer than 16 were traits of character rather than traits of mind.

This, of course, implies that in the long run character counts for more than mentality in determining the degree of one's success. To many this implication will seem absurd. Surely, they will argue, character cannot so serve as a substitute for mind as to enable a man of ordinary intelligence to compete on anything like equal terms with a man of genius. For notable achievement there must be notable mentality, and in the very nature of the case a first-rate mind will carry the day over a second-rate mind every time.

In cold fact this is more than debatable.

A man of ordinary intelligence may never be able to perform quite so brilliantly as a man of genius. But to perform brilliantly is not necessarily to make one's life truly successful.

It is common observation that many a man of genius has defrauded himself of his rightful due simply through lack of character. And as regards competition between first-rate minds and second-rate minds, character is again the great determinant. If the first-rate mind is combined with a second-rate character, life's prizes will most certainly go to the second-rate mind advantaged by a first-rate character.

Well I remember an instance that came under my personal observation some years ago, as a sequel to a heated political campaign.

Among the hardest workers for a certain candidate for high office was a man of my acquaintance, a man unmistakably blessed with a first-rate mind. He was a good speaker, a good writer, well educated, and magnetic. The general expectation was that if his candidate were elected this man would surely be appointed to an important post.

His candidate did win, but to his ardent supporter there was awarded no post important or unimportant. Men of not half his ability were selected for this and that appointive position, while he was left hopefully waiting. As the days passed and it became certain that he had been ignored, there was at first much talk among his friends of the elected candidate's "ingratitude." But one, shrewder than the rest, silenced this by pointing out:

"Ordinarily there would be no excuse for the way Dick has been treated. But suppose a place were given him in the public service? Could he hold it?"

"You know how uncertain in temper he is, how lacking in control in general, how irresponsible. He's got a brain, no doubt of that, and everybody warms to him. But you can't place any dependence on Dick.

"He'll make promises, really mean to keep them, yet fail to keep them. Did you ever know him to be on time for an appointment? That he has been overlooked in the handing out of plums is not ingratitude, it's wisdom. A measuring-rod has been applied to him, and that's why he is still on the outside looking in."

Let it become a question of promotion, in no matter what occupation, a similar measuring-rod is invariably applied. As a business man once said to me:

"Of course I give preference to the mentally keen, alert, and vigorous, other things being equal. But I want, above all things, loyal workers, industrious workers, reliable workers, men I can trust to do things, not simply as they should be done, but when they should be done."

And compare with this Lord Beaverbrook's dictum of judgement, industry, health and control

as the four factors chiefly requisite to the winning of any high degree of business success, with chief emphasis on control.

How to strengthen one's character if one has to concede that it is not so strong as it might be?

Ah, that is not a question to be answered in a few words. But at least a helpful hint, a wonderfully helpful hint, may be given in the language of that most admirable of American psychologists, the late William James:

"Keep the faculty of effort alive in you by a little gratuitous exercise every day. That is, be systematically ascetic or heroic in little unnecessary points, do every day or two something for no other reason than that you would rather not do it, so that when the hour of dire need draws nigh, it may find you not unnerved and untrained to stand the test."

It is not enough that a man work hard—he must work in the right direction.—Russell Sage.

## THE DETERMINING FACTOR.

IT is common observation that many a man of genius has defrauded himself of his rightful due simply through lack of character. And as regards competition between first-rate minds and second-rate minds, character is again the great determinant. If the first-rate mind is combined with a second-rate character, life's prizes will most certainly go to the second-rate mind advantaged by a first-rate character.

# Victorian Railways Finances

One of the fundamental objects of a properly presented set of accounts is correctly to disclose the results of the operations of a business over a given period. Why the Annual Accounts presented by the Victorian Railways Commissioners are not satisfactory in this respect is shown in the following article by Mr. T. F. Brennan, the Railway Department's Chief Accountant.

**I**NCLUDED in the amount which the Commissioners recently recommended to the Government as that which should be obtained by increased fares and freight rates was the sum of £450,000, which it was proposed should be applied towards making provision for the depreciation of the property.

The Government was not prepared to grant the whole of the amount asked for, and the Commissioners are compelled, therefore, to defer for the time being the charge for depreciation.

The practice at present followed by this Department is that on the expiration, through any cause whatever, of the life of an asset, the whole of its original cost is charged against the working expenses of the year in which the replacement or abolition takes place, and the Capital Account is credited therewith.

The assets are kept up to a safe working standard, but, notwithstanding adequate maintenance, much of the property (particularly the rolling stock) has a definitely terminable life. Sooner or later, either on account of obsolescence, or through its having reached an age when it is no longer economical to expend further amounts on its maintenance, the asset must be retired from service, and its original cost written off the Capital Account.

Unless adequate provision for replacement has been made, the finances of the Department in any one year may be seriously disorganised by having to meet heavy charges against its working expenses for writing off these retired assets.

## Out-of-Pocket Expenditure.

The cost in any period of earning the income of a business—whether it be that of transportation, manufacture, trading, or any other—is the direct out-of-pocket expenditure incurred in wages, materials, rent, rates or taxes, freight and other like expenses, and, in addition thereto, the proportion of the capital cost of the assets which has been lost or used up in earning income.

As a matter of principle, therefore, revenue should be regularly charged each year (or half-year, as the case may be), during the years in which the assets are engaged in earning revenue, with a due proportion of the amount which will ultimately be required to make good the depreciation or loss of capital value of such assets—in other words, the amount which is required to repay to the Capital Account the original cost of the used up assets, less their scrap value. Otherwise the total cost of the service rendered will not have been charged against the revenue—some of it having been paid from and allowed to

stand as a debit against the Capital Account.

In connection with an undertaking of the magnitude of the Victorian Railways, it is considered that it is not necessary, without departing in any way from the abovementioned principle, that provision should be made for the depreciation of all classes of assets. Much of the property—for example, sleepers, ballast, fencing, timber bridges, platforms, and so on—is regularly made good in the ordinary course of maintenance. An annual charge can scarcely be regarded as necessary in these cases, more particularly as the expenditure on the replacement of these classes of assets in a system such as ours—apart from obsolescence and inadequacy—tends to become an average annual sum.

The position in which the Department finds itself at the present time is that a large percentage of its rolling stock has outlived its useful life, and as no provision has been made for its replacement in past years a heavy strain is being placed on the present finances. The Commissioners are constantly hindered in their endeavours to increase efficiency, and to introduce more economical methods of working.

## More Powerful Locomotives.

The desire of the Commissioners is to provide heavier and more powerful locomotives and bigger and stronger trucks, to strengthen the tracks to enable them to meet the strain of the heavier rolling stock, and to convert so much of the existing rolling stock as is suitable therefor from manual to automatic coupling. This will entail heavy debits against revenue.

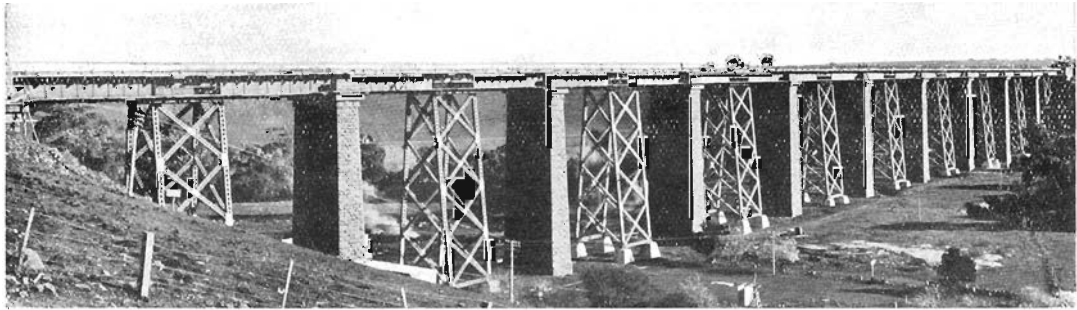
A very large proportion of this revenue expenditure is not properly a charge against present day operations. It represents the value of the capital lost in past years in earning the revenue of those years, and had correct principles been followed in the past there would from time to time have been put aside an amount representing that lost value, which amount should either have been paid to the credit of the Capital Account, or held in a fund to be available now to write off the cost of the assets which must be retired. Present day railway users are, therefore, suffering from the failures and omissions of those who, in the past, controlled railway policy to do what was right and proper in this respect.

Viewed from any angle, the one fact stands out clearly:—

*To the extent by which the amount set aside for, or spent on, replacements in any year falls short of the value of the capital wasted in earning the revenue of that year, the expenditure of the Department has been understated.*

# Victoria's Railway Bridges and Viaducts

There are 3000 to 4000 railway bridges in Victoria, some of which are long and high, and others of different sizes and description. All, however, have been constructed on substantial lines. The system under which they are regularly inspected, and kept in a sound condition, as well as other interesting features about them is here told by Mr. W. Bromby, Structure Engineer.



*A view of the Moorabool Viaduct, near Geelong. This viaduct is 110 ft. from the rail level to the bed of the river.*

**T**RAVELLERS by train as a general rule see very little of the bridges over which they are carried in comfortably upholstered, smooth running cars. Those bridges of which they are aware generally possess some interesting feature. Among these latter probably the best known is the Werribee Viaduct, near Melton, conspicuous owing to its bridging a vast sheet of water.

It is the finest example of a railway bridge in the State. Travellers between Geelong and Warrnambool know McKinnon's, on the Emu Creek. Here the train always slows down to 10 m.p.h., but it is not on account of any instability in the structure, as is generally supposed, but on account of the situation being at the bottom of a dip, and the end of a straight track running into a curve on the bridge. A start is to be made shortly to carry out certain alterations at this bridge to permit of modification of the curve, and soon the train will run over the bridge at increased speed.

Our timber bridges comprise an aggregate length of 300,000ft., about 57 miles, or a distance of, say, Melbourne to Kyneton, and permanent structures, i.e., those bridges wholly composed of steel, iron and masonry work, are of an aggregate length of about 12 miles. The following is a list of the larger structures, etc.:—

## Length of Viaducts:

River Yarra, near Yarra Glen, 7365ft., Healesville Line (Timber); Mitta River, near Tallangatta, 4660ft., Cudgewa Line (Timber); Kiewa River, near Wodonga, 4620ft., Cudgewa Line (Timber); Goulburn River, near Murchison, 3055ft., Colbinabbin Line (Timber); Yea River, near Yea, 2880ft., Mansfield Line (Timber); Flinders Street Viaduct, 2496ft., between Flinders and Spencer

Street (Permanent Structure); Avon River, near Stratford, 2168ft., Bairnsdale Line (Portion Timber); Goulburn River, near Molesworth, 1940ft., Mansfield Line; McAlister River, near Maffra, 1650ft., Mansfield Line; Moorabool River, near Moorabool, 1300ft., North Geelong to Ballarat Line; Werribee River, at Melton, 1230ft., Sunshine to Ballarat; Taradale Viaduct, 650ft., Sunshine to Bendigo.

## The Height of Bridges:

Moorabool Viaduct, 110ft., from rail level to bed of river (Permanent Structure); Viaducts, Noojee Line, 100ft. from rail level to top of piles (Timber); Werribee River Viaduct, 126ft. from rail level to bed of river (Permanent Structure); Taradale Viaduct, 108ft.; Smythe's Creek, Happy Valley, 64ft. from rail to surface; Viaduct, Cudgewa Line, 74ft., from rail to surface.

## The Longest Spans:

Maribyrnong River, at South Kensington, 200ft.; River Yarra, at South Yarra, 140ft.; River Yarra, at Hawthorn, 140ft.

Two bridges on the Wodonga to Cudgewa line are about 70 chains each. The one near Tallangatta will be submerged by the Hume Reservoir when the dam is built to its full height, and the full quantity of water is impounded.

In the long bridges listed, Flinders Street Viaduct, Moorabool Viaduct, Werribee Viaduct, Taradale Viaduct, all are permanent structures.

Avon River, at Stratford—13 spans are permanent, from 60ft. to 105ft. span; 1110ft. is of timber, in spans of 15ft. The other long bridges are all timber, in spans of 15ft. to 20ft.



*This Bridge, which spans the Saltwater River, mid-distance between South Kensington and Footscray, is a fine example of engineering skill.*

### High Bridges

Noojee line (100ft.)—all timber trestles. Cudgewa line, two bridges, one of 56ft. and another of 74ft. Smythe's Creek, on the Linton line, has 64ft. trestles.

Bridges are usually divided into (1) Permanent, (2) Timber.

Sometimes a permanent superstructure is erected on timber substructure, the latter having been deemed necessary owing to unstable grounds, where piles have had to be driven to make a firm foundation. When conditions permit of piers being put in at comparatively short intervals (say 30ft.) timber trestles are frequently taken right up to the permanent superstructure. For long spans more substantial structures are necessary to carry the possible loading on piers and abutments.

Careful records of all railway bridges in the State are kept, each bridge having a separate file.

When the line is handed over from the Construction Branch, the Bridge Inspecting Engineer makes a survey of the bridge, and prepares a skeleton drawing, showing profile, and all its leading features. He also takes photographs of the bridge and its situation. These are the basis of the file. Any reports, correspondence, or instructions for renewals in connection with the bridge are all incorporated in this file, which furnishes a full and continuous history of the bridge.

Timber structures not only cost less initially, but are generally cheaper to maintain in perpetuity, that is, the interest on the first cost of a permanent structure would be more than the interest on the money required to be invested to provide for building a timber structure and renewing it throughout, every 15 years. This, of course, applies only when no difficulty stands in the way of simple timber construction. It will sometimes happen that as a matter of ultimate economy a permanent structure would be cheaper.

The policy of the Railway Department is

to reduce bridging to a minimum. Bridges are normally used for three purposes: (1) To provide waterway, (2) to provide undercrossing for traffic, sometimes private, (3) to save earthwork. Under limited conditions of local knowledge in the early days, it was necessary to ensure safety by providing waterway which would undoubtedly be sufficient. Under such conditions it followed that more than sufficient was provided.

In the light of further knowledge, and because of changes, it is found possible to make considerable reductions. These are made primarily on the grounds of financial economy, it being frequently possible to replace bridges by filling and pipes, or to reduce them by filling, at a less cost than to maintain them in perpetuity. But the consequent betterment of the track is also taken into consideration.

Timber bridges are regarded by the generality of people as being more or less unsafe, as compared with permanent structures of masonry and steel. There are certain elements of risk which enter into timber structures which do not enter into the others—fire, white ants, inherent faults and decay.

### The Menace of Fire

Fire is an outstanding menace, but it is difficult to recall more than a very few instances where fire has done serious damage. In nearly all cases fire damage has been due to bush fires. The dropping of live coals and sparks from the engines seldom causes trouble. Victorian railway bridges are largely protected from this risk by the fact that they are decked and ballasted.

White ants cause trouble, but, under a careful system of inspection the danger from this source is negligible. Their habits are known to inspecting officers, and the places of liability to attack are kept under close and frequent observation. Inherent faults in timber bridges are provided for by a wide margin of safety in the original construction. These tend to become apparent in the life of the bridge, and faulty timbers are replaced by sound timbers. (*Contd on p.61*)

## Every Railwayman is Interested in Superannuation

There has been much misconception concerning the State Superannuation Act, which affects Victorian railwaymen. It is enlightening, therefore, to hear something of the work of the Board from one of the members, Mr. G. Richardson.

THE State Superannuation Act came into operation on January 1, 1926 (the "appointed day") and covers approximately 31,000 contributors.

At the outset there was much active and still more passive resistance to the scheme. As the Act is becoming more generally understood many of those contributors who failed to do what they were entitled within the first three months are now anxious to "take out" more units. The requests in this direction are numerous, demonstrating that as the benefits become better known the Act in general is more appreciated.

The Superannuation Board held its first meeting on December 24, 1925. Since then meetings have been held at least weekly.

The four members have more to do than merely attend meetings. Mr. T. Meek, as chairman, has much to occupy his mind. Mr. Laughton, the State Government Statist, as the actuarial member, has many investigations to make into the actuarial side of the Act, whilst my confrère, Mr. Ronald McDonald, representing all contributors outside the Railway Service, has much correspondence and many interviews.

Personally, I have had several hundred individual cases all requiring enquiry and correspondence. Much of this could be done by our genial and capable secretary, Mr. L. G. Wilson, but "constituents" like to see their representative and are, of course, entitled to do so.

### Interpreting the Act

It will thus be seen that the Board is actively engaged in looking after the interests of contributors, and, as a body corporate, endeavouring sympathetically to interpret the Act and at the same time carefully conserve the funds. This is absolutely essential because, while at present the interest on investments more than covers the fund's proportion of the cost of pensions, in the near future the Superannuation Fund will be required to find half a million pounds per annum, apart from the Government's contribution, for this purpose.

At present we have the peak revenue. Contributions, however, will gradually decrease whilst pension payments will rapidly increase.

As contributors retire new officers take their place, but it must be remembered that the original contributors do not build up the fund for all time. They provide for their own benefits and new contributors must do likewise.

Social conditions may change, economic problems may be solved and new ones arise, interest may shrink and many other factors can and will arise within even a decade to affect the financial position of the Board.

It is, therefore, necessary in the interests of stability to be cautious at the outset. There is a clause in the Act which provides for a refund of contributions on voluntary resignation. Experience has not yet shown to what extent this will be availed of in, say, 10 or 15 years time.

While agreeing with this provision, I can foresee the possibility of a state of affairs arising which may seriously affect the fund. A well established gold rush, for example, would surely tempt the younger contributors to resign and collect their accumulated contributions.

Exchange can be a factor in the relative value of savings to-day and accumulations in the future.

So when it is said that up to the time of writing officers' contributions amounted to £267,000, of which the railwaymen contributed £155,000, it is premature to conclude unreservedly that contributions are too high. Probably it will be found that the fund can stand improved benefits. This forecast is based not so much on the revenue as the expenditure. To date about 900 pensions have been granted (including retrospective superannuation).

### Estimated Cost £38,000

According to Hansard the cost to the Government for the half-year ended June, 1926, was estimated at £38,000, rising to £562,000 in 1940. The actual cost for the first half-year was £25,000. No estimates were prepared as regards the cost to the fund. If the Government quota be less than anticipated, the same applies to the fund. Or, in other words, it will be found that the rates of contributions fixed will possibly be able to provide more liberal benefits than have been enacted.

For example, an alternative retiring schedule at 60 is persistently being advocated. After 20 months' experience the Commonwealth Act was amended to provide this. Although 33 per cent. of the contributors took advantage of the opportunity to change over and quite a number of these have since reached 60, a large percentage is still in the Service.

In New South Wales there were 732 maturities existing at 30th June, 1925—principally contributors who had reached 60 years of age and were still employed. During the year ended June 30, 1925, 188 attained maturity age and 30 were pensioned.

In the Commonwealth Service for the same period, of 148 officers contributing to retire at 60 and had reached maturity, approximately 120 did not retire. So we are met with this position; the officers who contribute to retire at 65 must retire at maturity and go on the fund, while experience has demonstrated that, of the officers who contribute at a higher rate



*A corner of the Tourist Bureau's Office at the Royal Agricultural Show Grounds, September, 1926. Framed railway posters helped to make a bright display.*

to retire at 60, but may remain in the Service until an age not exceeding 65 years, only a small percentage actually retires and goes on the fund.

Contributions cease at 60, but as no pension is payable until the actual date of retirement, the cost of the pension is saved in the interim to both the Government and the fund. The reputed extra cost of a 60 retiring schedule is therefore subject to a heavy discount.

Probably the outstanding anomaly in the Act is the differential treatment of female and male contributors. On the death of a female contributor before retirement, her contributions are refunded to her personal representatives. On the death of a single man or a widower, without children under 16 years of age, no refund is allowed. This is manifestly anomalous.

If an officer resign or be dismissed, he is entitled to a refund of his contributions.

The dependants of an officer who "sticks it" are unprovided for whilst the "quitter"—well, otherwise!

Many single men and widowers leave behind domestic obligations even more acute and distressing, in many instances, than those of an officer whose widow survives him. An aged mother may be left unprovided for, a crippled sister, and so on. Insurance in these cases would be more effective as events do happen. Such officers cannot carry the double burden of superannuation and insurance.

Such and similar improvements in the Act as those mentioned should, to my mind, be the objective of contributors rather than a reduction in the rates of contributions. The latter would be individually of very little benefit, and

would take from the fund a large sum, which, collectively and individually applied, would provide increased benefits. One shilling a fortnight off each contributor represents £40,000 per annum.

At the time of writing the audit balance of the fund amounted to £266,962, of which £248,000 has been invested in 5½ Victorian Government 10 years stock. The Treasurer is our banker, and 5½ per cent. is allowed on uninvested balance. This arrangement is subject to alteration or cancellation at any time, The Board has absolute control of the funds, and decides at each meeting the disposal of incoming contributions.

To date, the relations between the Government, the Departments, and the Board have been amicable and smooth.

Several important decisions were necessary, and the Board at its inception was called upon to give important rulings. It must be remembered that the greater proportion of the £43,000 already saved in pensions came out of railway revenue. Thus, the Railway Department must, within reason, be sure the Act is being properly administered. Consequently, considerable controversy has taken place over different questions—such controversy having resulted in the legal and definite strengthening of the attitude of the Board and in amicably and reasonably removing several differences of opinion.

The benefits of superannuation were apparent. They are now self-evident. In the allotment of such benefits, however, Departments, contributors, and the Board must zealously endeavour to prevent anyone from going on the fund from ulterior motives.

# On the Footplate of Australia's Largest Locomotive

The biggest engine in Australia at present is the new "Mountain" type locomotive which hauls the interstate express from Adelaide every evening across the Mt. Lofty Ranges. A night ride on the footplate of this engine, from Murray Bridge to Taillem Bend—a 30-minute run—is described in the following article.

(By Richard Hughes)

**T**WO steep and narrow iron steps bring you safely on to the footplate and you peer curiously about you.

A genial, oil-drenched figure, whose white teeth emphasise the extreme griminess of his face, hands over a piece of cotton waste and thoughtfully advises you to "tie a handkerchief around your neck if you want to keep your collar clean."

Sweltering heat draws your fascinated gaze from the confusing array of handles, levers, rods, dials and valves to the closed door of the furnace, faintly outlined by a crimson glow which hints at the intensity of the imprisoned flames.

Set in cylindrical bodies which slope from the floor to the furnace on each side of this door, two staring red eyes throw unwinking funnels of fierce light into the shapeless shadows of the coal tender behind you.

"Mechanical coal feed arrangement." The driver answers your unspoken question. "We don't shovel coal on these engines. Wait till we start—"

A bell rings on the platform. "All aboard, please!" cries someone. Another voice takes up the cry. From the far end of the train a whistle shrills impatiently.

## You Brace Yourself

"All right, there." The young fireman nods from the platform window of the cab. Steam hisses deafeningly. Instinctively you brace yourself as the driver seizes a lever. Weird and half-human, the siren sounds warningly.

A scarcely perceptible shock, a redoubling of the tremor which is agitating the footplate, a clanking from the unseen train behind, and you realise that the engine is on the move. It slips away from the station. It gathers speed. Eagerly the huge wheels leap forward, swing into a pounding rhythm, and sweep the heavy train headlong through the night.

A breeze springs up from nowhere. It grows steadily into a rushing wind. Now it is a gale that beats your voice to shreds when you try to speak. Coal dust swirls around you, stings the eyes and cuts the hands and face. A tilted oilcan sways from side to side on a ledge over the furnace door. Needlelike hands flicker into convulsive life on the dials in front of you. They hover in tremulous doubt here and there, and dance uncertainly backwards and forwards.

From the centre of the cab the landscape is a mysterious, ever-changing, inchoate jumble of sprawling shadows and indefinite masses—objects and shapes that flash into the white square of light cast from each window to be engulfed immediately in the pursuing blackness. On either hand, a dozen glinting spots

of light rush breathlessly along the telegraph wires.

Behind you, the rear of the engine roof makes a half-moon frame for a section of starry sky—a view which is one moment clear and the next blotted out as the wind whisks a cloud of smoke from the engine over the top of the tender.

Ahead, through one of the side windows, you gaze along the mighty throbbing bulk of the engine to where the headlight skims the railway track ever hurling itself under the thundering wheels.

The fireman scrambles across from his corner.

"Watch the coal—fed—mechanically—furnace," he shouts in your ear, pointing to the bottom of the coal tender.

The coal is falling gradually into a large container which runs under the floor of the cab. Crushed to small pieces, it is drawn up into the two cylindrical bodies and so passes into the furnace. Through the two apertures, you watch it crash into the hurgy flames.

Above the shriek of the wind, the hissing of the steam and the roar of the wheels against the rails, the driver and fireman conduct a very technical conversation at the top of their voices. Something or other has to be tightened, a handle is turned, a rod adjusted, and a reassuring nod is exchanged.

Another sudden warning blast from the siren—the engine is nearing Taillem Bend. Lights appear in a cluster to the left. The locomotive slackens its speed and coasts gently and effortlessly into the platform.

The driver rubs his hands on a piece of waste, glances at his watch and smiles.

"What do you think of that for a nice quiet run?" he asks.

You blink at him with sore, reddened eyes and lick your gritty lips.

"Fine," you reply sturdily.

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In estimated national wealth in millions of dollars, Canada stands seventh on the list, higher than Australia, Brazil, Argentina, and in fact higher than in any of the newer countries, according to Dr. D. A. MacGibbon, professor of Political Economy, University of Alberta. In wealth per capita in dollars, Canada is surpassed only by the United States and Great Britain. Canada is among the only five nations showing a surplus on current account and is also among those countries having a food surplus. She ranks fifth among the nations as an exporter and seventh as an importer.



## No Laughing Matter !

**H**OW two "up" country trains were delayed from 90 to 120 minutes, two electric trains cancelled, and other running through Noble Park disorganised for nearly two hours the other day—all because of a snake—is told in an official report to the Chief Electrical Engineer's Office.

Excessive flashing at the Corrigan Road crossing was reported to the overhead sub-inspector, who, with his gang, discovered a snake across a side strain insulation. The resultant short circuit had completely burnt out the steady arm, which was hanging foul of traffic. Indications pointed to the fact that the snake had been carried there by a jackass.

It is still undecided whether to proceed against the snake or the bird, but the view is taken that the former has already been dealt with severely enough to ensure non-repetition of the offence. The bird, when last seen, was loudly expressing its amusement at the whole episode.

## A Sad Story

**W**HEN his wife and his sister were detected last month travelling first class on second-class tickets, a gentleman wrote to the General Passenger and Freight Agent explaining the circumstances and enclosing the following verse:—

Oh, I have a very sad story to tell  
Of my wife and my sister (you know them  
both well).  
They went to Glenhuntly from Brunswick by  
train,  
Were drolled up like peacocks, and felt very  
vain.  
They travelled first-class, as they usually do,  
But at Armadale station both got in a stew,  
stew,  
For a checker appeared wearing buttons of  
brass,  
And discovered their tickets were both second  
class.  
They looked flabbergasted—their faces went  
red,  
And, in explaining, didn't know what they said.  
They stated the tickets they asked for were  
first,  
With tears in their eyes and ready to burst,  
They gave their surnames as Thompson and  
Dere,  
And the checker then said, "Well, well, this is  
queer."  
Their Christian names, then, they were asked  
for as well,  
Which they both had to give and also to spell,  
My wife looked at him and tried hard to smile,  
And my sister was wanting to cry all the while.  
They're anxiously awaiting the end of this  
tale—  
Will it be forty bob fine or one month in gaol?

## Points from the Annual Report

**T**HE gross revenue of the Victorian Railways Department for the year 1925-26 (excluding the electric tramways and the road motor coaches) amounted to £12,671,061, which is a decrease of £88,136 as compared with the revenue earned in the preceding year, viz., £12,759,197, or equivalent to a decrease of 0.69 per cent.

During 1925-26, 143.65 miles of new railways were opened for traffic, including 119.92 miles of border railways between Moama and Balranald. These towns are in New South Wales, but the line is operated by the Victorian Railways Department.

Largely as the result of the unfavorable season and the consequent falling-off in the wheat traffic, there was a decrease of 3.7 per cent. in the tonnage and a decrease of 5.4 per cent. in the revenue obtained from goods traffic last financial year. The tonnage amounted to 8,128,905 tons, a decrease of 318,024 tons. The revenue for the year amounted to £4,795,067, a decrease of £275,395.

Appreciable increases occurred in the live stock tonnage and revenue of the Victorian Railways for the year 1925-26. The tonnage showed an increase of 17 per cent., while the revenue increased over the preceding year by 15.7 per cent. A total tonnage of 599,591 was carried, and the revenue amounted to £636,326.

The total train mileage (including light engine and locomotive coal mileage) for the year was 18,624,896, a decrease of 5908 miles compared with 1924-25. The principal decrease occurred in connection with the goods train mileage which, as a result of the poor wheat yield, was 142,629 below that of the preceding year.

Revenue derived by the Victorian Railways Department from advertising during 1925-26 amounted to £36,987, an increase of £2869 over the previous year. Extensive additions to the poster hoardings at stations were carried out and a number of De Luxe signs erected at various locations.

A gratifying feature of the year's operations was the increasing popularity of advertising in suburban carriages. The revenue from this source is steadily growing.

During last year 121,306 meals were served in the dining cars attached to the Sydney and Adelaide express trains, an increase of 9405 over 1924-25.

The good old days. One of the Greenwich coaches broke down near Westminster Bridge, when several persons were dangerously wounded. The Woolwich coach, three days before that, was upset near Charlton.—Evidence given before the Traffic Commission of 1806.

## Why My Job Is Important

# Clean Cars are Essential to Comfortable Travel

*"Be clean, for the skill of the Hunter  
"Be clean, for the skill of his hide."—KIPLING.*

Clean, bright, polished within and without, spick and span in every respect is the condition which railway passenger rolling stock is kept, so that travellers by train will at once feel assured when they enter a carriage that it is free from dust, dirt, and all kinds of contagion. Such are the conditions I always keep in mind, says Mr. Richard P. Rogan, Car Cleaner, at Oakleigh, who, in the following article descants upon the importance of his job.



THE average person is of cleanly habits. He expects that food, clothing, table-ware, as well as the person handling such articles, shall be clean.

If one were to enter an hotel or restaurant, for the purpose of dining, and be served with what might be the very best of food and drink in a dirty container, or by a

slovenly looking attendant, he would probably walk out in disgust.

Travellers by train, doubtless, like to see that everything in the compartment of the carriage which they enter is clean, seats free from dust, floors, windows and internal fittings generally bright and clean.

The Victorian Railways Department expends a large sum yearly in keeping the passenger cars clean and free from disease germs. At Flinders Street (Jolimont) and Princes Bridge Depots alone, 1039 cars are thoroughly cleaned once, and many of them twice a day. Most of this stock is used for suburban trains.

At Spencer Street, Shelter Sheds, and the West Yard, all Interstate stock, as well as most of the country trains, are cleaned for daily use. At various suburban out-stations 212 cars—equal to 30 seven-car trains—are cleaned and kept in running condition; besides, there are, of course, cleaning depots at main country stations.

One has just to consider for a moment to realise the magnitude of the daily work performed by the carriage cleaning staff in maintaining in a clean and inviting condition the vast number of vehicles which comprises the passenger rolling stock of the Victorian Railways.

Not so simple as it looks, one sees a man wielding a broom and duster in cleaning stock standing, say, at a main platform, and probably concludes that such an operation is, in itself, simple enough; but this is not so.

At large depots such as Spencer Street,

Flinders Street, and Princes Bridge, many different processes are employed, among which are waxing (treating the outsides of carriages with a special preparation which preserves the varnish), dry-washing (removing the dust from the outside walls), washing with soft-soap and hot water every part of the train inside and outside. Acid is also used in this process to remove the grease.

Country trains are treated differently, owing to their different construction; but what I mainly wish to deal with in this short article is the cleaning of suburban stock.

At Flinders Street there are 120 men and 12 leading hands employed mostly on these cars. They are swept and dusted, and mopped with disinfectants; all stains are removed with wet cloths, cushions lifted and swept under, the second class cushions cleaned on both sides each day.

They are worked by gangs, each of which is under the control of a leading hand, and each man is responsible for the work done in one particular car in each train, so that if anything is found not up to the mark the man in default is easily traced. The work is also under the direct supervision of a sub-foreman, and indirectly by others in authority, so that there is little chance of slumming the work.

### Cleaned Inside and Out

Windows are cleaned both inside and outside, and woodwork, rack and window-ledges thoroughly polished with sponge cloths.

In order to perform these duties platforms are provided to facilitate the work of the men, and water and other conveniences are available. At out-stations, where there are 2, 3 and 4 trains docked, the work is performed somewhat differently. Trains are placed out of running, some dirtier than others; these have to be made ready to depart at early hours in the morning. As a rule the last train off makes the first out, so that the car cleaner has to work to a definite roster, so as to be ready in time.

He must do all that is required in the way of dusting, sweeping and mopping, clean outsides if necessary, and keep his pit and sidings clear of litter. Sometimes his last train home on a wet night is soaked through and through, and he has to do his best to turn her out as dry as possible in the morning. He must first sweep the water and rubbish out, dry the cushions, and then mop the

(Cont. on page 74)

# Fuel Saving is a Job in Which We All Can Help

THE conservation of any commodity is based on co-operation. In no other industry is the procuring, distributing, storing, loading and consumption of fuel so intricate as that of the railroads. For this reason, while we may effect a saving by our efficient handling of the fuel after it is entrusted to our care, the greatest saving can be effected by co-operation in all departments.

The management can assist us in our efforts by arousing the interest of the entire road in fuel conservation and by making each department realise that they waste fuel as well as we.

Motive power employes can assist by seeing that the locomotives are maintained in the best possible condition, as a locomotive in poor condition may use from 20 to 50 per cent. more fuel than when in first-class condition.

Dispatchers should eliminate such road delays as much as possible. Fire must be maintained in an engine standing on sidings and at meeting points. A large amount of fuel is consumed in this way. Every stop on the road means the consumption of fuel, every unnecessary stop means a waste of fuel.

Bridge supervisors and road masters should lift all slow orders as soon as possible, as every slow down of a heavy train means more fuel used to get up to the desired speed again.

Terminal forces should set an example by saving fuel around terminals, as its economical use by engine crews can be, and is, discouraged by bad terminal practices which waste fuel.

## Engine Crews Can Save Fuel

It is at the hands of engine crews that the greatest savings in fuel can be accomplished. When a locomotive is properly maintained and properly operated and properly fired, it will not only require the least possible amount of fuel, but it will also deliver the highest possible character of service.

The locomotive is not a one-man machine: its operation requires two men. The fireman's business is to convert the fuel into heat and the water to steam, while the engine driver's business is to manipulate the valves which permit the steam to do the work required. The two men must work at the same time; in fact, steam is generally being used at the time it is being made, as there is a limit to the storing capacity of a locomotive.

It should be the fireman's aim to stop making steam as the engine driver stops using it. There should be a perfect understanding between the enginemen in regard to grades and stops to be made; this information should be common knowledge before leaving terminals or starting trains, particularly so in the case of new or inexperienced firemen.

The actual preparation of the fire and its control is the work of the fireman, but it is the engine driver's work to see that he does

it, and does it right. When you have an engine driver who takes pride in his work, and instructs the student fireman accordingly, you will soon have a crew working hand in hand getting the best possible results.

Engine drivers by their methods of handling the locomotives can increase or decrease the amount of fuel consumed to a great extent. The fireman by maintaining the best combustion conditions can reduce many of the important losses.

The proper inspection for leaky valves in the cab should be made frequently when under steam.

Pressure tests should be regularly taken of superheater units and pipe joints in order that any defects may be found that would cause a waste of fuel.

Tubes, tube sheets, and superheater flues and units should be cleaned of soot and ashes. It is reported that a film of soot has eight times the heat resistance of asbestos. Soot and scale generally cause large fuel losses, their removal means fuel saved.

Many defects, such as leaks in cab, can only be discovered by the engine driver or fireman while the engine is working. The engine should be tested for steam blows, such as is caused by defective cylinder packing valves and valve rings.

## Lubrication a Large Factor

Lubrication is a large factor in fuel conservation. Improper lubrication causes friction of moving parts, resulting in excessive wear which impairs the efficient operation of the locomotive. Hot bearings cause delays. Excessive fuel is consumed in stopping and starting, and fuel is consumed during time delayed.

The effect of a dry cylinder on fuel consumption can be noticed when for some reason or other the cylinders become dry on a grade, as when the lubricator feeds out and is not filled, or when water is carried over in cylinders partly destroying the film of lubrication, and is to be avoided as far as possible.

Carbon in cylinders and valve chambers is a source of great trouble and has a marked effect on fuel consumption, as it cuts cylinders and piston packing, and is the cause of stocking valve rings, all of which result in blows and loss of steam with impaired operating efficiency. The engine driver, by carefully watching his lubrication system, is able to effect further savings in his fuel.

Engine drivers should make a clear and concise report at terminals of all defects noticed during his run, and motive power officials should see that these reports are properly looked into and engines conditioned as quickly as possible. All of which brings us back to the beginning, that the greatest factor in fuel conservation, or any other conservation, is a general interest in the thing, and then, co-operation in all departments that are in any way connected with the movement of trains.

## Interesting Railway People

### Guard Ted Johnson's Hobby is Fire-Fighting



WIRELESS, gardening, philately, taxidermy, amateur theatricals, ornithology, astronomy, painting—various Victorian railwaymen have confessed in the "Magazine" that one or other of these hobbies is their particular favourite. But it is left to happy old Ted Johnson, guard at Healesville for the past 13 years, to champion the claims of a hobby that is more useful than popular, more self-sacrificing than restful.

Ted, who has been fluttering a green flag since 1887, considers that fire-fighting is one of the most enthralling pastimes that could be experienced. This does not mean that he breaks into loud cheers when he learns that a house is blazing. He devotes most of his spare time to fire drill, and is never happier than when coaching a young enthusiast in the A.B.C. of fire-fighting.

"Preparedness" is in effect his slogan, and he has the satisfaction of knowing that the efficiency of the local fire brigade is largely the result of his zeal and activity.

Eleven years ago Ted had his first glimpse of the red fire reel at Healesville, and for seven years he has held down the job of foreman—third in command of the brigade. On several occasions he has been asked to accept the responsibility of captain, but it is his contention that that position belongs to a young man.

Indeed, so unduly apprehensive is he of the fact that he is suffering from too much "anno domini," that he has gone so far as to hand in his resignation. With flattering unanimity, the brigade has resolutely refused to consider it.

In 1882 Ted started his railway career at Flinders-street as a porter under Station-master John Griffin. It fell to his lot to run the special train that followed hot on the heels of the first train that ventured along the rails on the Heidelberg line. He also relieved on the Brighton Beach-Sandringham stretch immediately after its opening.

Old Father Time can claim no noticeable victory over Ted Johnson. Although now on the armchair side of 60, the alert guard was able to casually inform his friends the other day that he had succeeded in securing his licence as a motor driver.

### Mr. J. Roberts Can Look Back on a Career Which Started in 1875

SURROUNDED by well-kept gardens and masses of flowers, a big guest house looks down from a commanding position on the township of Healesville. The proprietor is Mr. J. Roberts, a railwayman of the old school, who, after 34 years' service, is spending his twilight years in the healthy mountain air.

Mr. Roberts' name figured on a railway pay-roll from 1875 until 1909, when he retired as a signalman in the Dudley-street box.

He first worked under the famous Senior Foreman Johns in "A" shed at the Melbourne Goods. The foreman was of somewhat choleric temperament, and when he was enraged or excited his head would swell. This little peculiarity was known to the staff, and Mr. Roberts recalls that the unholy ambition of Tom Parry, one of the leading shunters in the yard, was to make the foreman burst his hat band.

Appointed signalman in 1878, Mr. Roberts worked the levers in the Franklin-street box, then went to Footscray, and on to Essendon Junction. The Outer Junction box sheltered him for six years, and finally he moved on to Dudley-street, where he was destined to stay for the remaining 21 years of his career.

Possibly dissatisfied with his own homely surname, one Charley Tickle, an ingenious shunter of Mr. Roberts' early days, introduced a remarkable custom which brought a certain amount of color into the lives of the railwaymen in the Melbourne Yard. His idea was to call the different members of the staff by the names of all the notorious criminals and murderers of the day.

Thus Signalman Harry Fuller was christened "Sullivan" after the New Zealand bushranger; George Lacey became "Captain Moonlight," and so on. There does not appear to have been any fixed rule for the conferring of these names, unless any man evinced a violent dislike to a certain cognomen. Then, of course, he was at once accorded that particular title, with much enthusiasm.

Harry Fuller, for instance, was inflamed to paroxysms of unthinkable oburgation when he was first addressed as "Sullivan," and, as a natural consequence, the very inappropriate name stuck to him.

In time, the men became quite accustomed to their new names, which they heard more often than their correct ones.



# Beautification—Its Practical Value

Not only have flowers their æsthetic value, but their intelligent cultivation has also its practical significance for Victoria and its railways. Station oases of vivid bloom and green lawn after stretches of scenery that sometimes become monotonous, impress the tourist, who becomes a willing advertiser in his own home town. Mr. R. G. Elliott deals with this aspect of beautification in this, the second of his series of articles.

(By R. G. Elliott, Author of "The Australasian Rose Book.")

OF all methods of getting from one place to another on Victorian terra firma, travelling by train is undoubtedly the most convenient, comfortable, and economical, as well as the safest and cleanest. It is also frequently the quickest, as breakdowns and delays in passenger service are rare in comparison with those experienced in other means of transit.

But, notwithstanding all the comforts of modern travelling by rail, who has not experienced the train-weariness resulting from a long journey? That lassitude arising from travelling mile after mile through rather monotonous surroundings, or surroundings which, interesting enough during the first portion of the journey, gradually lose their attraction as a result of the train motion, combined with lack of bodily exercise and the effect often of a too-hastily-eaten breakfast—who has not felt it?

Then, perhaps, comes the sudden quickening of the pulses, the feeling of joyful relief as the monotonous clack-clack, clack-clack of the wheels ceases and the train becomes stationary at a wayside station all aglow with the radiance of well-tended flowers. "How delightful!" we exclaim, as our eyes feast on the welcome sight, and we take deep breaths of the perfume-laden atmosphere. How cheery everyone seems, and how that cheeriness is magically reflected in the faces of the travellers who recently looked so bored! We find ourselves feeling refreshed, our fatigue is forgotten, our listlessness routed, and lightheartedly we resume our journey with a new interest.

## A Loss to the Travelling Public

Pleasant memories of that bright spot linger in our minds, and our imagination flies ahead in pleasant anticipation of the next station. More often than not the next, and even the next again, and still another, prove disappointments. The staff in charge happen to be unfortunate in that they have never been taught anything about the cultivation of flowers and think the matter beyond them. It is not only their loss, but the loss of the travelling public also. Both are matters of concern to us. Everything which tends to the greater happiness and contentment of our fellows, everything which uplifts us and ennobles our character, is worthy of the greatest consideration. To be able to feel and boast that we are leaving nothing undone to make travelling more comfortable, pleasant and attractive, and be able to justly claim the approval of a well-satisfied travelling public, should be the aim of every railwayman.

There are many delightfully kept railway

stations throughout the State, but they are frequently the result of individual effort—the achievements of a few lovers of the beautiful who have, on their own initiative, obtained a knowledge of the cultivation of flowers. Certainly generous encouragement is given to them, but everyone connected with station premises could easily be given some opportunity to enable them to develop their natural tastes to the ultimate benefit of all.

It seems unaccountable that the attainment of gardening knowledge is so frequently left to chance. It is one of the greatest adjuncts to man's happiness, and is acknowledged as such in the earliest written history of man. The garden of Eden was evidently considered by the Creator to be of paramount importance, notwithstanding any claims to that distinction made by the fair daughters of Eve on her behalf.

## School Children's Example

Until recent years the State School garden—so necessary in the moulding of the character of our children—was left almost entirely to the caprices of the teacher, and no organised effort to make him proficient in gardening lore was attempted. A wise plan, inaugurated some six years ago to disseminate knowledge of horticulture among teachers, has met with marked success. Writing to me recently, Mr. C. E. Isaac, Supervisor of School Gardening in Victoria, says:—"We have a membership of 2000 teachers, representing 1400 schools, and 300 of these teachers are studying for the Certificate of Horticulture in this, its first year. Later in the year we shall have these teachers down in batches of fifty, and they would be greatly helped, I am sure, if you could spare the time to give them a lecture on rose-growing."

I have no doubt that railway employes would respond equally well were the opportunity given them to learn. We could not bring them to Melbourne, but could we not carry the information to them? A few practical chats, some little inspiration conveyed, would work wonders.

Mr. W. H. Sawyer, President of the East St. Louis Railway, in his able article in the August issue of this Magazine, dwells on the value of the spoken word. Every student will endorse his contention and give testimony to the great advantage accruing from attending lectures.

Then the commercial side of the question must not be overlooked. Mr. Jesse A. Currey, who has filled the positions of President of the Portland, U.S.A. Chamber of Commerce, Portland Rose Society and Park Committee, should know something of both aspects. He

## Enterprising Young Railway Fitter Seeks Experience at Sea

PLENTY of enterprise has been shown by J. D. Falloon, a young Victorian railway fitter, who is at present gaining experience of marine engineering on the s.s. "Nairana."

He joined the railway service on May 13, 1920, at the age of 14, and served his time as an apprentice fitter and turner at Newport. He has the distinction of being the youngest railwayman to qualify for that position in the Department.

After putting in some relieving work at the Geelong and Benalla depots, he applied for extended leave of absence in June last. He then secured a position as fourth engineer on the 10,000 ton steamship "Bolivia," and had an eventful trip to America and back. The fates apparently realised that young Falloon was anxious to learn as much as he could of

marine engineering, and kindly provided the "Bolivia" with an engine breakdown and a fire in the coal bunkers on the outward journey, and another breakdown on the return journey.

On arrival in Melbourne once more, Falloon accepted the offer of a position on the engine crew of the "Nairana," and has been making the Bass Strait trips to and from Tasmania for some time.

If the opportunity presents itself, he will see what experience he can obtain on the big American railroads before settling down in Victoria again.

He comes from a real railway family, his father, uncle, and sister all drawing railway pay.

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## Forty Years Ago—The Old Staff-Working System

Harking back to the 'Eighties, Mr. James, late Special Officer of the Rolling Stock Branch, recalls with example and anecdote some of the vicissitudes and risks of the train staff-working system then in vogue on the many miles of single track.

(By Henry Janes.)

VISITING Spencer Street Station a few months ago I noticed that the engine of the just-arrived Sydney Express was fitted with an automatic staff exchanger, thus enabling the train to run through staff stations at up to 40 instead of 20 miles an hour.

This is a step in the right direction. There is not the slightest doubt that if all engines were so equipped, the total annual saving effected in time and fuel consumption would be very considerable, and, in many instances, increased loads could be taken.

My memory goes back over a good many years of train running on the Victorian Railways. I had my first trip, as a fireman, from Geelong to Colac in February, 1878. In staff-working I have seen many strange and, what would appear to the present generation of railwaymen, almost incredible things take place.

Electric staff-working on single lines is pretty general now, but 40 years ago it was practically unknown in Victoria. The old system of staff and ticket was then in use. On one occasion, about the year 1880, I was fireman on a ballast train on the Geelong-Melbourne line. One day we left Geelong, following the first passenger train, with a rake of

empty trucks, to load up rails about four miles on the Melbourne side of Little River. It was a clear morning. As the men were engaged in loading the driver suddenly noticed a train leaving Werribee, about six miles away, and coming towards us. The line is straight and the country open in this locality. It was a passenger special which the ganger in charge of our train, and the stationmaster at Little River, had forgotten. This train had the staff. We had nothing. I think at that time it was permissible for a ballast train to work independently of the staff, providing they were not going through the section. There was no Manor Station in 1880.

Off we went to Little River, allowed the special to pass, and then went out again on the main line and completed our loading. How would that do in 1926?

In 1882 I was stationed at Ballarat, and one afternoon was on a train booked to Stawell.

On arrival at Trawalla there was no staff there for the Trawalla-Beaufort section. A great number of staff stations at that time were not telegraph stations, and Trawalla was one of them. We were time-tabled to cross an up mixed train at Beaufort, five miles away.



78

The staff of the Metropolitan Superintendent. Mr. T. W. J. Cox is seated in the middle of the front row, with Mr. C. Spencer, retired Chief Clerk, on his right, and Mr. T. Sullivan on his left.

The S.M. said we must go on. This the driver refused to do. The S.M. then came to the engine, carrying a red flag, and said he would ride on the engine and take all responsibility. Away we went to Beaufort with no staff or other authority except the S.M.'s verbal instructions.

After 44 years I often laugh as I remember the appearance of the station master during that trip. He was a short, stout, elderly man, with a very red, fat face. His upper lip and chin were shaven, and, as he stood in the gangway between the engine and tender, the vibration caused him to tremble like a huge blanc-mange. But it was just another case of "all's well that ends well."

A couple of years later, in 1884, I was fireman of a mixed train from Ballarat to Stawell. At Ararat, the driver of an up goods train, which was crossing us there, came to our engine and told the driver he had made the mistake of overcarrying the Great Western-Stawell train staff to Armstrong. These two intermediate stations, Armstrong and Great Western, were non-telegraph, and consequently were isolated from each other and from Ararat and Stawell at either end.

#### Driver Decided to Go On

On arrival at Armstrong my driver decided to go on, although the staff he should have had was at Great Western. We had not the continuous brake in those days, and the line, which has since been regraded and deviated, had many curves which made us a little anxious, as we thought that if the S.M. at Great Western discovered his mistake, he might send the staff on by trolley. We ran safely through the section, however. When approaching the station I saw the S.M., staff in hand (the staff we should have been carrying) waiting to exchange with us. He had not noticed the mistake. In fun I exchanged with him; then after the guard had given the starting signal I walked back to the station and challenged him with not exchanging staffs. With a perplexed look on his face he said, "Well, I could have sworn I did, and I noticed you were smiling as you exchanged."

On the return trip, about an hour later, I told him all about it, and he was greatly relieved. It had worried him considerably to think that, when he was so sure of giving me

the staff, he had not done so after all.

I could tell many similar stories about the old days. How, for instance, on one occasion a driver on the Ballarat-Maryborough line considered he had sufficient authority to run through a 10-mile section when he had a short length of hickory stick with a piece of paper fastened round it, with Clunes-Talbot, and the S.M.'s signature written on it; how, in another case of a mixed train waiting at Beaufort to cross an up goods train which was running late, the driver uncoupled his engine from the mixed, went out without a staff to look for the goods, and found it struggling up near the top of the hill about a mile and a half away, and came back to Beaufort "light engine"; or how, again, in the early days of the North-East, when it was a single line from Newmarket, and the early down goods trains used to run through to Seymour without staff, ticket or anything else. The last goods, running ahead of the fast down passenger train, used to collect and deliver the train staff tickets all along the line.

I suppose everybody who remembers the times of which I write could recount many similar instances, and wonders, as I do now, how the running was so successful. It is a good thing that such lax days are over, and that, even on distant branch lines, the present-day regulations are so framed that safety first is the keynote.

—●—

Lack enthusiasm, and you lack the highest happiness.

The fewest complaints about their lot come from those who strive hardest to improve their lot.

Go as far as you can see, then see how far you can go.—A. R. Erskine.

No man is so important as to be the whole works: none too unimportant to be a spoke in the wheel.

A good slogan: "Hats off to the past. Coats off to the future."

No person will have occasion to complain of the want of time, who never loses any.



**R**EFERRING to the recent visit of a party of students from our Technical High School, I desire, on behalf of my Council, to convey to you our appreciation of the cordial manner in which they were received at your works, and our thanks for the kind attention and courtesy shown them.

The boys were greatly interested in all they saw, and the visit was of great educational value.—**F. W. Reid, Principal, South Australian School of Mines, Adelaide, writing to the Works Manager, Railway Workshops, Newport.**

**B**Y arrangement in May last, this Council secured your co-operation with extensive road formation that was recently completed in this shire. In respect to the very gratifying result from an economic point of view, this Council now desires to express appreciation of the very able manner in which your rail service was rendered.

Altogether some 25 special trips were run, and these trains left Wycheproof station promptly to arranged time on every occasion. So satisfactory has this service generally been given by your station-master and his staff that this Council will again gladly seek your co-operation with further extensive road work to be taken in hand at an early date.—**A. F. Buchanan, Shire Secretary, Shire of Wycheproof, writing to the Commissioners.**

**O**N behalf of the 'Fintona' party, I wish to thank you and Mrs. Baker for the very big share you played in our enjoyment of the Chalet while there. The attention and service, I feel sure, could not have been improved on, and I feel sure that we will be only too ready to try again should another opportunity be given us in the future. With kindest regards to Mrs. Baker.—**Miss Burston, Fintona Ladies' College, writing to Mr. Baker, Manager, The Chalet, Mt. Buffalo National Park.**

**Y**OU reap a royal salary by sowing a loyal service. But the real joy is in the sowing. Money palls, fame wearies, pleasure sings, youth dies, hope turns to grief; the one immortal happiness worth knowing is the sure delight in the habit of genuine, scientific service—service to your customer, to your employer, to your neighbor, to your friend, to your enemy.

**A** WORD of appreciation. In consequence of a death, I enquired by telephone from "Trina-four" Private Hospital, Moonee Ponds, at 1.25 a.m. on 22nd September, 1926, if it were possible to recall a passenger on the train going to Adelaide (particulars supplied) and have him transferred to the Melbourne train. I was informed that the trains were due to cross at Nhill in the space of five minutes, but every effort would be made to do so and the result telephoned. In less than half an hour I received the comforting information that the person concerned (husband of deceased) was on the Melbourne train, due to arrive at 10 a.m. I would esteem it a further favour, Sir, if you would kindly acquaint the officer or officers responsible for this splendid service, of my very best thanks for the prompt, courteous and successful action in the matter.—**Mr. W. J. K. Pomroy, 15 Victoria Street, Moonee Ponds, writing to the Secretary for Railways.**

**F**OR some considerable period this firm has received such splendid service from Mr Higginbotham, one of your officers in the goods section of the Melbourne Yard, that we feel it our pleasant duty to bring the matter before you.

The writer has never met Mr. Higginbotham, and all business has been transacted over the telephone, Railway 395, but such courtesy and splendid service which we have received is worthy of the highest commendation.

We do not trade on his generosity, but there are times when, through unfortunate circumstances, trucks have been unduly delayed in transit, and we have found that Mr Higginbotham is not satisfied until matters are cleared up to the last detail.—**J. Hocking & Sons Pty. Ltd., Dandenong Road, Malvern East, writing to the Commissioners.**

**D**URING the last twelve months I have had occasion to avail myself frequently of the facilities of your Department. During that time your staff has shown the greatest courtesy and promptitude in attending to my requirements. In these days, when complaints are frequently made, it may be of some satisfaction to know that at any rate in your offices there is no cause for them. You and your staff are to be congratulated on your efficiency.—**Dr. J. M. Baxter, Lister House, 61 Collins-street, Melbourne, writing to the Government Tourist Officer.**

**A**LLOW us, through your paper, to express our sincere thanks and appreciation of the kindness and attention of your railway officials on the occasion of our journey from Sydney to Winchelsea with an invalid sister.

Particularly do we wish to thank Conductor No. 40 on the train from Albury to Melbourne, who through his thoughtfulness and attention relieved us of much trouble and anxiety.—**Mrs. T. Caldwell and Miss J. Gould, writing to the Editor, "Railways Magazine."**

**A**S one who uses the railways and has done so for many years, I think, in fairness to those concerned and yourself, I should express my appreciation of the treatment we are now receiving as compared with past years. This I know is due to your management.

I have just landed by rail a lot of expensive fittings for the Sale Technical School which I am building. I intended to carry these goods by road, as I considered that the only safe way of landing them on the works in fair condition. I mentioned this to your Mr. Stanley in the Goods Shed Office at Sale, and he persuaded me to carry them by rail, for which I am very thankful to him, as I saved money and the goods were landed in first-class condition.

I would just like to mention you have a good, live, and most obliging officer in Mr. Stanley, otherwise these goods would have gone by road.—**Alex. McAdam, Excelsior Timber and Iron Yards, Maffra, writing to the Commissioners.**



## This Month's Slogan—Have the Best !

**Y**OU can have the best if you insist on it. Even the butcher—shrewd trader—will send only good joints to the housewife who refuses anything else. A particular person, selecting, discriminating, is always the best served. A self-respecting person wins respect. A community that believes in itself, expresses its dignity and character in its homes, its shops, its streets, its farms, and in the clothes it wears. Jerry-built houses are only run up for a jerry-built community. Do not be a "good enough" man, satisfied that "anything will do." You owe it to yourself and your family to have surroundings that do credit to your culture. Set up your ideal, and then reach out after it. Have the best!

**I** AM deputed by my Association to thank you for the many kindnesses shown to the individual members of this Association. We wish to stress the kindnesses shown to us by the conductors, guards and station staffs in general for the benefits bestowed on our members when travelling to and from their matches in many parts of Victoria. It is especially gratifying as, taking into consideration that there is about an average of 60 members of this Association travelling each week end, that not one instance of discourtesy has been reported. To record our pleasure is our earnest desire, and we hope that you will gazette our appreciation to show that all that has been done for us is not forgotten by us. Thanking you in anticipation.—**Mr. Thos. R. Clinnick, Secretary, Victorian Football League Umpires' Association, Melbourne, writing to the Commissioners of Railways**

**N**OW that the dried fruit crop of 1926 has been entirely cleared from our shed, we desire to place on record our very sincere appreciation of the manner in which our consignments were handled by your Department. We sent away over 17,000 cases of sultanas, etc., and no claim has been made on the Railways for loss of any kind.

My company also fully realises the facility granted by you re our loading outwards, and if we apply for this again in 1927 it will be because in our first year we have found the capital expenditure very solid, and in view of the fact that we are only getting on to our feet we would feel the added cost of a siding rather more than we could bear at present.

When in Melbourne early in August, the writer mentioned our satisfaction to Mr. Clapp re treatment from Bendigo, and we feel you are entitled to have this on record, even though our parcel of freight is only a "drop in the ocean."—**Mr. W. R. Nankervis, Secretary, Morgan Davies & Co. Pty. Ltd., Nyah West, writing to Mr. W. Tredinnick, District Superintendent, Bendigo.**

**I**N connection with our trip to Maryborough on July 10, I have the pleasure, by direction of the committee of the South Ballarat Football Club, to convey to you our most sincere appreciation of the thoughtful assistance rendered to us by your staff.

In the first place, it was ascertained that a playing member of the team, who was travelling by motor car from Linton, had not arrived by 12.45 p.m., at which time the special train was due to depart. When the matter was mentioned to the Head Porter (Mr. Walsh), he immediately made arrangements to delay the departure of the train for some minutes, and my committee very much appreciates his action.

In addition, it is also desired that you would kindly express our gratitude to the booking clerk on duty on the north platform. In purchasing the tickets for the trip, our treasurer paid the clerk concerned £1 in excess of the amount required. When the error was detected the clerk crossed to the south platform and rectified the mistake.—**Mr. R. G. Baldwin, Assistant Secretary, South Ballarat Football Club, writing to the S.M., Ballarat.**

**O**N behalf of the executive of the association, and on my own behalf, I want to thank you, and the members of your staff, for your very kind co-operation in the work of successfully providing facilities for the Y.M.C.A. Excursion bookings on the 13th In-L., and your personal courtesy in the matter.—**Mr. E. Roberts, General Secretary, Young Men's Christian Association, Ballarat, writing to the Station Master, Ballarat.**

**H**OME again after our very pleasant holiday. Our stay in Victoria was indeed a pleasure, the more so because of the very comfortable travel and excellent treatment we received from the Railway Department and officials everywhere. To yourself we are specially indebted.

Many thanks for that July number of your Magazine. Found it a very interesting journal and the medium of meeting one of your Superintendents—Mr. E. Jackson. If you can spare me a copy of that Magazine occasionally I will see that it falls into good hands.—**Mr. S. B. Penrith, writing to the Station Master, Ballarat.**

**I** DESIRE to thank you for the way you procured a truck and forwarded my furniture on to Sunshine for me. I was unable to stay and attend to it myself at the time, and I am very pleased to say that everything arrived in splendid order, thanks to the way in which you had it packed into the truck. Trucking household effects is a fairly risky business, but, thanks to your management, everything arrived in splendid order and on good time.—**Mr. A. Templeton, Couch-street, Sunshine, writing to Mr. F. McIntyre, Shedman, Sale.**

**O**N behalf of the committee and members of the above society, I express my sincere thanks to you for the very fine article you published in your journal last month, in reference to our Vice-President, Mr. R. G. Elliott, who is our most highly esteemed member, and one that the society could not very much afford to lose, for he is ever ready to help anyone in the culture of that great flower (the rose) whether he be a member or not; and the fact of your broadcasting through your journal his goodness is responsible for my again thanking you and also that genius, Mr. Clapp, in whose employ Mr. R. G. Elliott happens to have the good fortune to be.—**Mr. A. Sinclair, Hon. Secretary, Brunswick Horticultural Society, writing to the Editor, "Railways Magazine."**

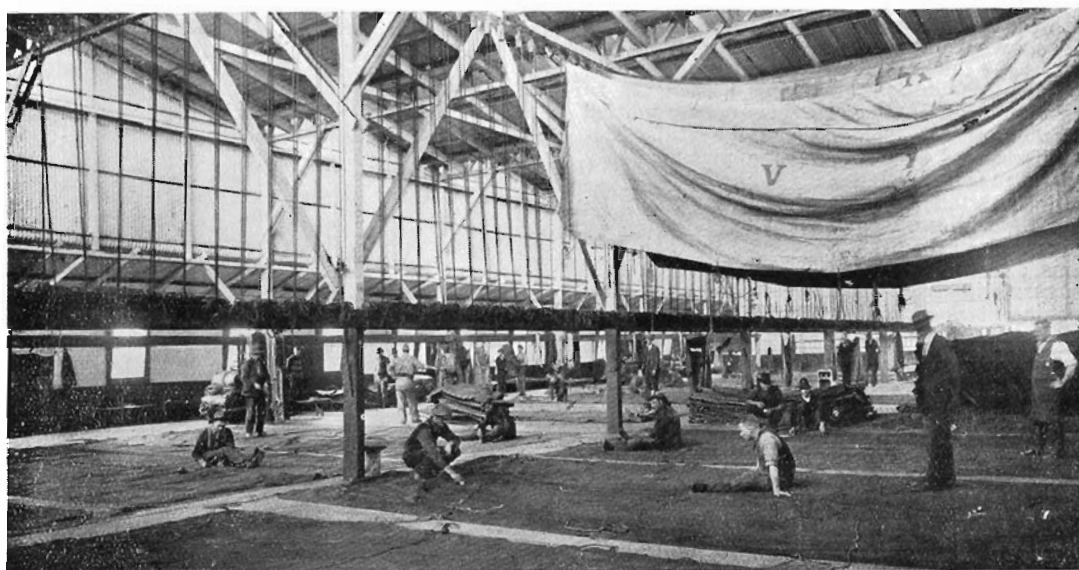
**I** DESIRE to acknowledge with thanks yours of the 16th idem, and have noted that although there is a slight decrease in the number of trucks this year, a larger number of animals have been handled. From what I have heard there seems to have been fewer complaints as to delays en route than in any previous year, and if this has been the general experience I think the Department is worthy of the warmest congratulations.—**Henry Schwiager, Secretary, The Royal Agricultural Society of Victoria, Temple Court, 422-23 Collins Street, Melbourne, writing to Mr. P. J. Cahill, S.M., Show Siding, Newmarket**

## Diverse Railway Activities Pictured Here



*Rates in respect to the carriage of mails by rail are being computed by this staff of railwaymen, temporarily located at the General Post Office.*

*(See Article on Page 16)*



*Portion of the repair section of the tarpaulin shop at Newport. Approximately 2500 damaged covers are repaired here every month.*

*(See Article on Page 13)*

## Vocational Training School on Rails

**A** TRAVELLING manual training school has just been completed in the Ipswich Workshops (Queensland) to the order of the Department of Public Instruction. It is intended to provide technical training in subjects such as woodwork, sheet metal work and leather work in outlying districts where tuition of this nature is at present unobtainable.

The training school comprises a specially built 40-foot car fitted with blackboards, work benches, vices, forge and anvil, together with tool lockers and cupboards for the complete equipment necessary to each trade.

Sun blinds and fly-proof wire door screens are provided in the windows, while for night classes small Pintsch gas roof lamps will provide ample light. The total weight of the car is about 14 tons.

It is intended that this vehicle stay at each centre for about five weeks so that classes of boys may be given reasonable tuition and instruction. It is proposed that the car be accompanied by one of the travelling domestic art schools, and by temporarily suspending all other teaching in the fifth class of the local school during the time the travelling school is located at the railway station, boys and girls of that centre will receive full time vocational instruction covering what would normally be one year's work in the State school classes conducted at technical colleges.

## Rail Arrangements for Melbourne Cup

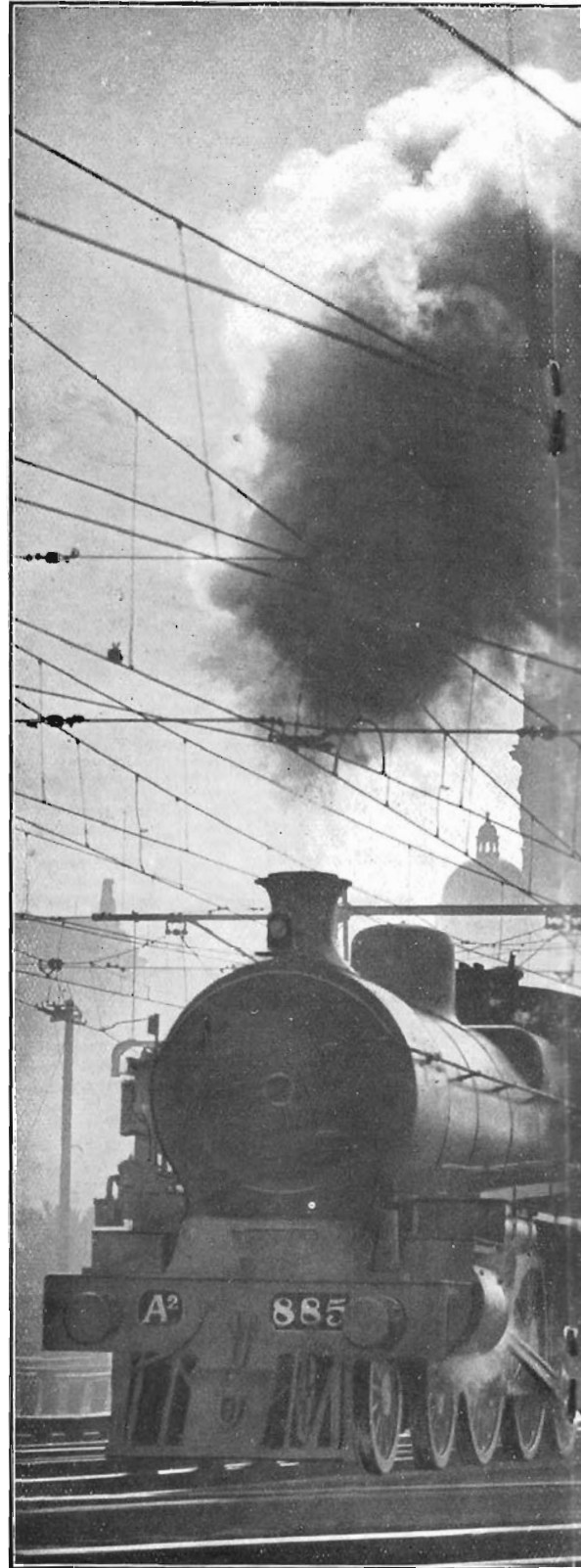
**S**PECIAL arrangements are being made by the Railways Department this year to cope with the Melbourne Cup traffic, which promises to be exceptionally heavy. A new departure will be the facilities for the purchase of tickets at suburban stations, enabling passengers to travel by rail to the course and be admitted direct to the Grandstand and the Hill. Tickets for travel to the Racecourse platform only will also be available.

Station staffs should bring this matter before the notice of the public with a view to encouraging them to book at suburban stations direct to the course. By so doing passengers will avoid the delays associated with booking at Spencer Street.

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*The accompanying photograph shows the now famous Geelong Flier taken as it was pulling out of Flinders Street Station on a recent run. This crack train now accomplishes the journey between Melbourne and Geelong in one hour. Motor services to Lorne and other coast resorts now connect with it.*

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## Telegraphic Facilities for Railway Travellers

*One hundred and thirty-eight railway stations are open for telegraphic business in Victoria. At any one of those stations a passenger, who has perhaps remembered that his cheque book is reposing at home on the mantelpiece instead of in his pocket, can send a wire to a private address for the same charge and in exactly the same fashion as if he were in a telegraph office of the Postal Department.*

**R**ECEIVED at Spencer-street, the wire is forwarded on to the Information Bureau, where a postal messenger takes delivery.

In a case of emergency, of course, a private telegram may be sent from any railway station in the State, whether it is officially "open for telegraphic business" or not.

Similarly, telegrams are often received at the Information Bureau addressed to a passenger who is travelling by an express from Melbourne. The address might read: Mr. John Jones, traveller, 2nd division, Sydney Limited.

A railway messenger is entrusted with the task of seeing that these wires are handed to the travellers. If he is unable to locate any passenger, he surrenders the unclaimed telegram to the conductor of the train for delivery.

Many Interstate passengers receive and despatch wires at Seymour, during the period in which the train is waiting at that station. They have time to claim their telegrams, and to wire replies, if necessary.

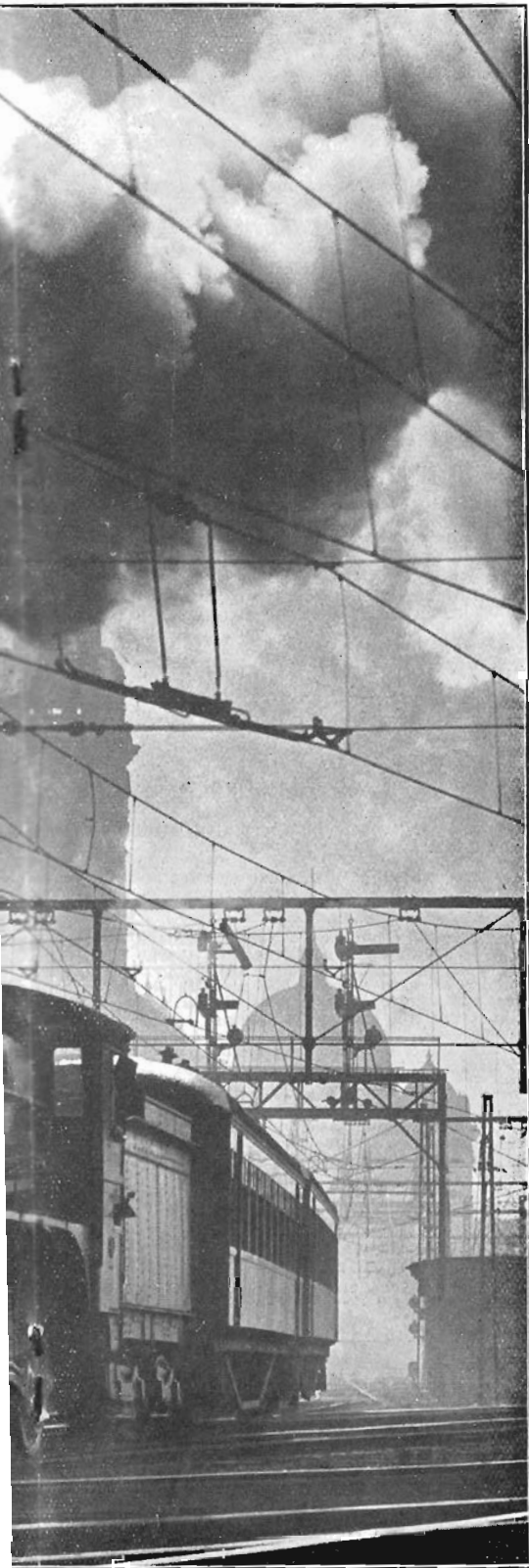
In all telegraphic work, there is the closest of co-operation between the Railways and Postal departments. If the Postal department's lines are placed temporarily out of commission, application is often made to the Railways for the provision of a line, and the Postal department in turn is always glad to reciprocate whenever railway officials find themselves with useless wires on their hands.

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**Electric Railways in Japan.**—The Japanese Government has decided to electrify practically the whole of its 9000 miles of railway track. More than 40 electric locomotives have already been delivered. Orders for eight others include eight Baldwin-Westinghouse locomotives, six of which are for local passenger service and two for express passenger service. These have been designed to achieve standardisation and the interchangeability of parts. The Japanese State Railways comprise more than 80 per cent. of the entire railway trackage of the main islands of the Empire. Exclusive of colonies, there are in Japan about 13 route miles of railway for every 100,000 inhabitants and a little more than five miles of track to every 100 square miles of area. This mileage has all been constructed within about 50 years.

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Life is like a game of cards. Reliability is the ace, industry the king, politeness the queen, thrift the jack; common sense is playing to best advantage the cards you draw. And every day, as the game proceeds, you will find the ace, king, queen, jack in your hand and opportunity to use them.—Ed. Howe.





Some of the Staff watching our customers' interests at Daylesford.

Top Row (left to right): Messrs. C. Collins, S.M., W. Cantillon (guard), H. O'Brien (ganger), H. Meredith (ganger), A. McVeigh (driver), J. Gardiner (fireman), H. Osborough (lad porter), J. Heath (repairer), W. White (driver-in-charge) and his daughter Betty. Front Row: G. Dans (guard), H. Swanwick (fireman), J. Doyle (operating porter), O. McVilly (operating porter), T. Brown (lad porter).

## Institute Carnival at Daylesford

ARRANGEMENTS are now well in hand for the Institute's musical and sporting carnival at Daylesford on Saturday, November 27. Special trains will leave Melbourne at 8 a.m. and 8.35 a.m. on Saturday, and passengers may return to Melbourne per the 6.45 p.m. or 6.55 p.m. on Saturday, or the 5.55 a.m. on Monday morning.

The fare, week-end or day, will be 7s. 10d., and extension tickets for one month may be arranged with the Station Master, Daylesford.

A special train will leave Ballarat at 10 a.m., and return from Daylesford at 7.45 p.m. Those who wish to remain over the week-end can return by the first ordinary train on Monday. A week-end or day return ticket from Ballarat will be 6s. 6d.

Bendigo railwaymen who wish to meet their Institute friends at the carnival can purchase a return ticket for 11s., and travel by the 7 a.m. as far as Woodend, where they will be picked up by the 8.35 a.m. special from Melbourne.

The 8 a.m. Melbourne special will run non-stop to Daylesford but the 8.35 will pick up passengers at Footscray, Sunshine and St. Albans.

On the Saturday afternoon, a grand sports meeting will be conducted under the auspices of the Victorian Amateur Athletic Association. Foot-running, javelin and hammer throwing, weight putting, cycling, tennis, and firemen's reel and ladder races have been arranged; and in addition, there will be boxing and wrestling competitions, acrobatic weight juggling, calisthenics, fancy and national dancing, and physical development and posing, by Institute pupils, under Billy Meeske.

A concert will be held in the Daylesford Town Hall on the Saturday evening, and the Newport Workshops brass band will play in Hepburn Springs reserve on Sunday afternoon.

A sacred concert in the Town Hall on Sunday evening, when a collection will be made for the Daylesford public hospital, will conclude the week-end's entertainment.

Railway tickets for the trip are obtainable at the Government Tourist Bureau, Spencer-street booking offices, suburban railway stations, and the Victorian Railways Institute.

## Bendigo V.R. Cricket Club

A Cricket Club has been formed at Bendigo, and named the Railways Institute Cricket Club, Bendigo Centre. It has been decided to enter a team in the mid-week social association, with teams from the police, the press, and musicians.

Members' tickets are to be sold at 2/-. The sum of £5 is to be allotted for the purchase of material.

Officers:—President, Mr. W. Tredinnick; Vice-Presidents, Messrs. McCraith, J. McLeod, T. Coakley, W. Groves, W. J. Laird, and Syme; Hon. Secretary, Mr. C. T. Poliness; Assistant Secretary, Mr. G. Yule; Delegates to Association, Messrs. G. Yule and D. K. Hay.

## Back to Donald

By A. E. Dunstan.

THE practice of the back to the old town movement has grown very popular in all places where such movements have been conducted, and the one held at Donald from Saturday, October 9th, till Friday, October 15th, proved very enjoyable.

The special train which departed from Spencer-street at 11.35 a.m. on October 9th was fully taxed by old Donald residents, and, to my mind, it was similar to a picnic train; the sociability of all on board made the long trip of 182 miles most entertaining.

As the train steamed into the platform at Donald many children heralded coo-ees of welcome to the "Come-Backs," and the rhythm of the train gliding in seemed to keep in time with the Donald Brass Band, which was playing the touching tune "Home, Sweet Home," which was very appropriate to the occasion.

The platform was kept clear by the station staff in order to allow the passengers to alight comfortably, but it was some time before the visitors could force their way through the crowd, after passing the barriers; perhaps it was the greatest scene ever witnessed in Donald.

The "Back to Donald Committee" carried out the arduous task of allotting cars to Come-Backs, who were burdened with luggage, and had some distance to go. Numbers of cars were to be seen in the station yard, and hundreds were parked in the streets. The decorations and illuminations in the main thoroughfare—Woods-street—presented a brilliant sight. The church services held on Sunday, 10th October, proved very fine.

The remainder of the week was devoted to outings to surrounding districts by car, dances, social entertainments, receptions, a Back to School movements, and on Wednesday, October 13th, the Donald Show was held. Many happy hours were spent by the old residents in the way of recalling incidents which occurred in their time at Donald, the progress of then and now, and reminiscences of bygone days.

The railway tickets issued for the occasion were made available for over one month, in order that all who wished to recuperate after participating in the week's festivities could do so.

## Moonlight Picnics

ON Tuesday night, November 16, the Institute will commence its popular Moonlight Bay Excursion trips. Music will be provided on that night by the Newport Workshops Concert Band, and tickets may be obtained at the General Secretary's office.

Further trips will be run on December 14, January 11 and 25 next year, and February 8 and 22. The Victorian Railways Military Band and the Workshops Band will perform on alternate nights.

# More Appreciation of Good Service

**I** WISH to bring under your notice the extreme courtesy and efficiency of Junior Clerk P. E. Weissenfeld, of the Thornbury Railway Staff. I left a valuable parcel in the luggage rack of the "up" train to-day, and this gentleman gave me instant and valuable aid, which led to its recovery.—**Mr. John Sutich, 42 Ethel Street, Thornbury, writing to the Secretary for Railways.**

**A**S a user of your railway service, I can hardly find words to express how grateful I am for the service rendered by your staff at Benalla Branch. They are out to give you and the users of our railways every satisfaction. I have had for the last six or seven months between six and seven thousand tons of road material delivered by rail to Benalla, and can honestly say there has not been a hitch in any way.—**R. J. Crockford, Benalla, writing to the Commissioners.**

**W**HEN travelling from Melbourne to Nathalia on Saturday, September 18, I alighted by mistake at Wungah instead of Numurkah, the proper changing station. I should like to bring under your notice the kindly courtesy and assistance rendered to me by the officials on duty at the Wungah railway station in telephoning and providing me, an absolute stranger, with a dainty afternoon tea. I can assure you it was greatly appreciated.—**Miss A. M. Williams, 6 Hotham Grove, Elsternwick, writing to the Commissioners.**

**O**N Thursday, while on the 1.25 p.m. train en route to the Show Grounds, my daughter was taken ill, and upon the arrival of the train at the station was too ill to proceed further for some time. I would like to thank through you the head and other porters there who were so very kind and attentive to us, and also the Ambulance Officers they brought to our assistance. All of these gentlemen were so good to us and rendered such courteous help. I am afraid we did not express our gratitude as we would have liked to. Will you accept our very great appreciation of their kindness.—**Mrs. B. M. Bates, 33 Grange Road, Caulfield, writing to the Commissioners.**

**O**N September 18 I travelled by the 7.6 a.m. from East Camberwell with my two children to catch the Leongatha train at Flinders Street at 7.25 a.m. We had just missed the previous train at East Camberwell by a neck, and were not sure if the 7.6 a.m. would catch the country train at Flinders Street. So I asked the Stationmaster at East Camberwell (an elderly man) would he kindly telephone to Flinders Street and ask them to hold the train a few minutes until we would arrive. I had no idea he would do so. However, he did, and the Stationmaster was watching for us at Flinders Street, took charge of the two children and baggage whilst I got the country tickets, and when I got back on the platform again he had them and the luggage in the train. I cannot help reporting this kind action, and it is a true case of "Help us to help you." Had we missed the connection it would have necessitated our friends in the country a further drive of 12 miles to meet us again by the evening train.—**John Peters, 32 Alexandra Avenue, Canterbury, writing to the Commissioners.**

**I** DESIRE to acknowledge receipt of your letter of 8th inst. enclosing a copy of the memorandum issued by you in connection with the observance of Dried Fruits Week. The arrangements carried out are very complete, and are entirely upon the lines which we had in mind. It is very gratifying to note that a considerable increase in the sales of dried fruits resulted at your various rooms and fruit stalls, and I am sure that the publicity which you have been able to give has had a very beneficial effect upon business generally.

I have already written to Mr. Clapp, thanking him for the very great assistance which was rendered by the Railway Department in connection with our campaign, and making special reference to yourself. I should like, however, to take this opportunity of thanking you personally for the very great help which you rendered us, and which, I can assure you, is fully appreciated.—**J. M. Balfour, Chairman, Victorian Dried Fruits Board, V.C.A. Building, Collins Place, Melbourne, writing to the Superintendent of Refreshment Services.**

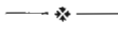
## THAT ELUSIVE TICKET.

**A**LL'S well that ends well. A passenger whose lost ticket necessitated considerable explanations, clears up the matter in a final letter to the General Passenger and Freight Agent. He writes:—

Referring to that "pest of secretive agility," the elusive railway ticket, which is the cause of more worried expressions than restless twins, I am pleased indeed to be able to reply that before leaving the train on that occasion I found the culprit snugly domiciled in the pocket of my overcoat, which was on the seat beside me.

Result—Nerve strain overcome, and a peaceful night's rest obtained. A search through memory's archives revealed the fact that in rendering kind assistance to a lady who was leaving the down train at Bacchus Marsh, I quickly, unintentionally, and without precedent, must have hurled the abovenamed culprit into—well, the last place on earth that a sane person would again think to look for it.

Sincerely trusting that peace and happiness are once again mutually restored,



"Now suppose a man suddenly fell off the river bank into the river; he can't swim, he cries out for assistance, his wife hears him, she runs to the bank. Why does she run to the bank?"

And the bright scholar in the rear seat piped out, "To draw his insurance money."

## HELPING US

**I**T is not often a member of the public comes into the open with a real message that "he's us to help" protect property that belongs to us all, but when he does it's appreciated.

Here is a case. A West Footscray correspondent to the "Sun Pictorial," on October 6, writes: "Congratulations to our Railways Commissioners on the excellent trains to Altona. It is up to us all to keep everything like it is now, without those unsightly cuts and scratches one sees in railway carriages. Melbourne's suburban train service is the finest extant."

If a man knows not to what port he is steering, no wind is favorable to him.—Seneca.

Keep saving—and your savings will by-and-bye keep you.

## Way and Works Undertakings

### Ballarat District

**A**T Ararat good progress is being made with the new loco. facilities, and the additions and further alterations to the refreshment rooms at this station are nearly completed.

Additions and alterations are also being effected to the St. Arnaud and Maryborough refreshment rooms. Work on additional siding accommodation at Maryborough is in hand.

At Ballarat the alterations to offices on the south platform have been sufficiently advanced to allow the booking to be transferred to the opposite side of the lobby, and the change over of the telephone and telegraph arrangements is nearing completion. Preparations are being made for the transfer of the Works Depot from the Ballarat goods yard to the new depot at Ballarat North.

The Dimboola railway men have been very busy constructing tennis courts, the pastime being very popular in the district.

Firebreaks along railway boundary fences are now being ploughed. An extra gang is now relaying the track from Tempy to Ouyen with heavier class rails.

### Oakleigh District

**T**HE growing goods business and the extension and rebuilding of the railway piers at Port Melbourne have necessitated considerable alteration and enlargement of the Oakleigh goods yard, and this has now been effected.

Further progress has been made with the construction of pedestrian subways at Glen Iris, Rushall Crescent, and Eaglemont stations. Track alterations have been completed at Brighton Beach, and similar work at Tooronga has been well advanced.

The new station between Canterbury and Surrey Hills is in course of erection, and the widening of the John-street bridge at Lilydale, portion of the cost of which is being borne by the local municipality, will be completed early.

Alterations to the station buildings at Middle Brighton are progressing satisfactorily, and when completed should be much appreciated by railway travellers.

At Drouin a long-felt need in the provision of

extensions of the crossing loop, to provide sufficient room for ever-increasing goods trains, has been supplied. This should make for quicker and safer shunting and crossing of trains.

Various bridges in the district are being shortened by filling in various spaces, thus gradually reducing all ultimate recurring renewals of timber and necessarily working costs.

Our slogan "Every day sees a better way" is ever before the staff in this district, whose members are striving to make this part of the State as efficient as it can be.

### Bendigo District

**N**EW sidings at Echuca, comprising about 500 yards of double track, have been completed, with the exception of inter-locking work, and are in use. Additional siding accommodation at Castlemaine is now available.

A commencement has been made with the ballasting of tracks, and it is intended to complete this work, involving a total of 31,000 cubic yards, before the busy season commences.

Excellent progress is being made with the enlargement of the refreshment rooms on "Up" side at Bendigo.

New cattle yards at Strathallan have been provided, and new yards at Deniliquin and Bridgewater are nearing completion.

A goods platform has been erected at Gulpa.

### North-Eastern District

**I**N the north-east portion of the district, 25 miles of double track between Broadmeadows and Kilmore have been relayed, with 90 lb. rails, and ballasting and re-sleepering is nearing completion.

The extension of the refreshment service facilities at Seymour is progressing favourably.

In the metropolitan portion of the district the principal improvements in progress are the relaying of the second section of the viaduct, provision for a new station between Brunswick and Moreland, and the construction of a new refreshment kiosk on the Flinders-street concourse.



*Healesville Yard Gang:  
Ganger J. Hardy, and  
Repairers T. Finnegan,  
W. Kelly, A. Davis and J. Dillon.*

## Transportation Activities in the North-East

**T**HE splendid general rains following on a period of fine, warm Spring weather, have had a most beneficial effect, resulting in considerably enhanced harvest prospects.

In addition the pastures have benefited wonderfully, and the outlook for the dairying industry is at present very bright. Dams and underground tanks have been replenished, and the water supply for stock and domestic purposes throughout the dry period assured.

The live stock traffic continues exceptionally heavy, and there have been some notable increases in the revenue in this connection. Wodonga alone showing an increase of £12,000 in live stock traffic as compared with September last year.

Shearing has been in full swing throughout the whole of the district since about October 1, but is now held up somewhat, owing to the rainy spell. Wool transfer operations commenced at Mangalore on September 23, and the traffic has been working smoothly, an interesting feature this season being the great increase in the number of full direct truck loads being secured from stations.

The rapid growth and importance of Shepparton and district has recently been referred to in these

columns, and as a further indication of progress we have been interested to note that the establishment of woollen mills is now under consideration.

The need for a fruit canning plant at Tatura has been growing each season, but the chief difficulty in the way has been the financing of the venture, the residents of the district being required to pay up 10s. per share under the Savings Bank Act, which would necessitate £20,000 being subscribed within the first six months. However, the project has now been advanced another stage by the acquirement by the Water Supply Commission of a site comprising five and one-third acres adjoining the railway line on the north side.

With the spot quotation for tin passing the £300 mark for the first time since 1920, and the ever-growing demand in connection with the canning and other industries, increased interest is being shown in local deposits. A company has recently been formed in Beechworth, with considerable capital, to exploit the extensive alluvial deposits known to exist. A promising tin lode, carrying a splendid sample, has recently been unearthed at Chiltern, but extensive prospecting and testing will have to be carried out before its true value can be gauged.



Our Artist Spends a Few Minutes with the Metropolitan Staff





RAILWAY STAFF—BETTER FARMING  
TRAIN.

(Standing on engine)—Left: Fireman F. O'Neill.  
Right: Driver J. Clarke. (Below)—Guard J. Hol-  
bery, Mechanic H. Teather, Organising Officer, C.  
Mullany, Steward D. Mahony.

Freedom from accident of any kind has characterised  
the 12 tours of the Better Farming Train. The  
number of visitors to the train is estimated at  
115,000 people.

**D**URING the last 10 months I have been building  
a new homestead at Warranooke, 15 miles  
from Glenorchy, and have had more than 1500  
tons of all sorts of materials carried on the railways  
to Glenorchy. Owing to the failure of our cartage  
contractor, we had to cart a large portion of this  
material with our own waggons when the roads  
were bad. I wish to tell you that we appreciate  
the consideration, courtesy and help given to us by  
your Station Master, Mr. J. Richards, whom we have  
always found most courteous and obliging. We  
will be sorry to lose him from Glenorchy.—**C. N.  
Campbell, Warranooke Estate, Lubeck, writing to the  
Commissioners.**

**S**INCE my arrival in Australia I have made a good  
many trips over the Victorian Railways while  
en route from Sydney to Melbourne, and to  
Adelaide, and I have been very favourably impressed  
with the civility and courtesy of the dining car em-  
ployees. There is a uniform desire to please and  
serve the travelling public. On my most recent  
trip from Melbourne I had the extreme pleasure of  
taking dinner in the car in charge of Mr. Newman,  
who, I think, is worthy of special mention as an ex-  
ceptionally good steward, a man that serves the  
guests well, and makes friends for your Department.  
—**Fred. C. Young, Managing Director, Kellogg  
(Aust.) Pty. Ltd., writing to the Supt. Refreshment  
Services.**

## The Lure of the Tropics

Who, in the prosaic day-to-day job of getting things done, has not felt the lure of the sun-bathed islands of the Southern Tropics, the reflection of deep azure skies in coral-bound lagoons, the majestic coco-palms that shade the huts of dark-skinned crooning natives? Mr. Stevens, of the Transportation Branch, who recently spent a holiday in Fiji, describes it all in the following article.

(By C. E. Stevens.)

**F**IVE days out from Sydney—five days of smooth seas and glorious sunshine—and Suva loomed through the heat-mist almost within "walking distance." Suva, by the way, is situated on Viti Levu, the largest island of the group.

The wharf buzzed with people. The whole town seemed to have turned out for the steamer's arrival. Natives clamored to sell their basketware, beads and curios, and taxi-drivers, mostly Hindoos, besieged one for patronage. It was quite a relief when one found oneself being driven along at a breakneck speed to one's hotel. These drivers are evidently the direct descendants of Jehu and inherit to the full his proclivities for speeding.

Arrived at the hotel and having disposed of all unnecessary luggage and heavy clothes, the next thing is to have a look round the town. Quite a number of places are well worth seeing in the immediate environment. There are fine Botanic Gardens, a Museum full of native weapons used in past wars and so on, and some striking civic buildings. But one day in Suva is sufficient when time is limited.

There are quite a number of excursions which may be made between 9 a.m. and 6 p.m., the most notable being the river trips by launch and several fine motor drives over Suva's fine roads. The visitor should not miss seeing a couple of the native villages. Half an hour's drive brings you to these charming places. Immediately on arrival there is quite a rush of natives from their huts to greet you. They show their hospitality by offering flowers and fruit (not always without expecting some monetary reward, however). The children are a particularly happy and excitable lot and indulge in quite a number of white boys' games. I saw some Fijians who delighted in flying kites of their own manufacture. They are all expert at swimming, taking to the water almost before they can walk. Good health seems to be stamped on everyone of them. Their huts are remarkable for their neatness and durability. They are cool to live in during the very warm weather and afford warmth during the very occasional cold spells. I was informed by one Fijian that these huts last as many as 30 years.

There is not much furniture to be seen in the huts, the floors (usually covered with mats of their own manufacture) providing all the necessary seating, sleeping and eating accommodation. The tropical growth in these villages is abundant, which not only adds to the beauty of the place but renders the air most healthful. There are many delicious fruits grown quite close to the huts, and these fruits form the greater part of the Fijians' diet.

A trip up the Rewa, one of the largest rivers in the island, is most interesting from an industrial point of view. You pass miles of canefields belonging to the Colonial Sugar Co. The destination of the launch is Nausori, at which place there is a large mill at which a visitor may see sugar from the raw cane to the bag ready for trans-shipment. All the hard work at the mill is done by Indians, who receive 1/2 per day.

It is quite an ordinary occurrence to see the Fijian woman smoking her clay pipe. She seems to enjoy it as much as her husband. Although the Fijians are a very clean and perhaps thrifty people, they are, on the whole, very indolent. Of course, there are some who occupy positions requiring initiative and brains, but generally speaking, they do not exert themselves.

They are, however, the happiest and most contented people one could wish to meet.

# Year of Steady Progress by V.R. Institute

A reassuring state of affairs was in evidence at the Institute Concert Hall on Saturday evening October 2, when the 17th Annual General Meeting of Institute members was held. Important business included the adoption of the annual report and balance sheet, and the declaration of the ballot for the election of councillors for the ensuing year.

**C**ONSIDERATION of the proposed amendments to the constitution of the Institute was perforce postponed for a fortnight.

The adoption of the annual report and balance sheet was formally moved by the President (Mr. J. S. Rees). "Everything is going on very well at the Institute," he said. "Our membership is increasing and finances are in a flourishing condition."

In seconding the motion, the Treasurer of the Institute (Mr. B. E. Falloon) explained several items on the Income and Expenditure Account. Salaries and wages, he pointed out, had increased by £800. Very necessary additions to the staff, awards by the Classification Board, and increases in the allowances paid to country centre area custodians were all represented in that amount.

Expenditure on educational classes had increased by £1600, mainly in consequence of the transfer of control of the Newport Technical College to the Institute, under an Advisory Committee.

On the receipts side, it was pleasing to note that there had been an increase of £500 from membership subscriptions, which was "very satisfactory."

"Last year," the Treasurer continued, "the subsidy paid by the Commissioners included £4762, adjustments on previous years. This year there appears to have been a substantial increase in the amount received, but when the expenditure on educational classes and other items is taken into consideration, this increase is readily understood."

After making full provision for depreciation, the year's work was concluded by transferring £2511 to the Institute Fund. This was not a cash surplus, as during the year the sum of £3123, which did not appear on the Income and Expenditure Account, had been expended on additional furnishings and equipment. Actually, when all adjustments had been made, the balance on a cash basis was approximately £550.

The report and balance sheet having been adopted, the Returning Officer (Mr. W. Henderson) announced the result of the election for 17 councillors for the ensuing year.

"I notice," Mr. Rees observed, "that two old councillors (Messrs. D. P. Ryan and M. A. Curlett) have fallen by the wayside. I am sorry to lose them, and I take this opportunity of expressing thanks for the excellent work they have done while on the Council. (Applause.) I also welcome most heartily the new councillors, and the best—or worst—that I can promise them is that they will have a lot of work to do."

Sincere regret was expressed at the retirement of Mr. W. Phelan, senior Vice-President of the Institute. Mr. Phelan, who has been associated with the Institute since its inception, was a member of the first Provisional Committee, and even before that had, with Mr. Galbraith, put in a great deal of preliminary organisation work.

"With great feeling and with all sincerity," said the President, "I propose that Mr. Phelan be made a life member of the Victorian Railways Institute." (Applause.)

Seconded by the new senior Vice-President, Mr. J. Conlan, the motion was carried with acclamation. A record was also placed in the minutes of the meeting's "deep appreciation of the very valuable services Mr. Phelan had rendered the Institute."

Mr. L. Hughson, referring to the library, said he would like to see a record taken of the books that were issued, with a view to increasing the number in most demand. He thought that many books which were never used could with advantage be relegated to another room and the space they occupied devoted to the additional copies of the more popular books. Mr. Rees considered the idea a good one. He

thanked Mr. Hughson and promised that the matter would be brought under the notice of the Library Committee.

The old question of what was done with the amount collected as fines from employees by the Department was revived by Mr. W. E. Darvall. Many railwaymen still appeared to think that the Institute received revenue from this source, and, although Mr. Darvall himself knew this was a mistaken idea, he felt that a definite statement by the President would be welcomed by many uninformed railwaymen.

Mr. Rees emphatically denied that any fines were paid to the Institute. The Institute's Organising Officer, he said, would be instructed to make this clear on his journeys around the State in future.



## Here are the Councillors for the Next Twelve Months

**F**ROM 29 candidates, Institute members have elected the following 17 railwaymen as Councillors for the ensuing year:—J. F. Stewart (3570 votes), W. J. S. Donald (3420), B. E. Falloon (3156), B. B. Deveney (2957), G. Dowsett (2822), C. G. Walker (2790), D. Gallagher (2738), J. L. Miller (2730), T. Ramsay (2730), W. Roberts (2725), R. A. Guyot (2706), R. Balmer (2661), H. D. Eddy (2605), H. Wilson (2575), E. A. Classen (2521), J. McCartney (2439), and J. S. O'Haire (2412).

The unsuccessful candidates were:—D. P. Ryan (2539 votes), P. P. Arnold (2341), L. Hughson (2322), W. E. Darvall (2258), T. S. Cowan (2244), M. A. Curlett (2168), J. Tamo (2014), M. J. O'Sullivan (1968), R. E. Newton (1935), D. Cain (1694), H. R. Reid (1598) and P. Hennessy (928).

The number of ballot papers received was 4321, of which 63 were informal.

The Commissioners' representatives on the Council will be:—

Hon. President: T. F. Brennan (Chief Accountant); Hon. Vice-Presidents: E. H. Ballard (Chief Engineer of Way and Works), A. E. Smith (Chief Mechanical Engineer, and G. K. Low (Auditor of Receipts); Trustees: H. P. Colwell (Chief Electrical Engineer), C. W. J. Coleman (Chief Storekeeper) and W. E. Keast (General Passenger and Freight Agent); President: J. S. Rees (Chief Clerk); Vice-Presidents: J. Conlan (Outdoor Superintendent), E. W. Arthur (Manager Newport Workshops) and J. Gault (Motorman); Councillors: S. H. Evans (Works Manager), H. W. Clark (Superintendent of Goods Train Service), E. Richard (District Engineer), D. Cameron (Chairman of Staff Board), H. Watson (Inspector of Ironworks), H. W. L. Forster (Electrical Engineer), and C. H. Holmes (Chairman of Betterment and Publicity Board).

Messrs. J. F. Timms and W. H. Tregoning will continue to act as auditors.



**B**OXING and wrestling teams attached to the Victorian Railways Institute Gymnasium again won the interstate contests, beating New South Wales and Queensland representatives. At the last five annual contests, Victorian teams have won four times and drawn once.

## Railways Institute Educational Classes Examinations Will be Held This Month

THE annual examinations of the Victorian Railways Institute educational classes will be held at Melbourne and country centres during the week ending 27th November. All particulars respecting examinations will be furnished prior to the date of examinations.

**Correspondence Course Students** in Algebra, Arithmetic, English, Engine Working, Westinghouse Brake, Shorthand, Safe Working and Station Accounts and Management, who are eligible and intend to sit for Victorian Railways Institute examination at the close of the educational year 1926, are requested to send in their names to the General Secretary, Victorian Railways Institute, Flinders Street Station Buildings, before 6th November, 1926.

Those students who have answered and sent in for correction not less than 55 per cent. of the total number of papers in the course during this year are eligible to sit for examination.

The total number of papers in each correspondence course is as follows:—Safe Working, 76; Station Accounts and Management, 80; Algebra, 30; English, 25; Arithmetic, 25; Shorthand, 25; Engine Working and Westinghouse Brake, 20.

**Engine Working and Westinghouse Brake.**—Students in Engine Working and Westinghouse Brake Classes eligible to sit for examination are reminded that the classification of grades for examination has been altered to comply with the changed conditions as to rates, pay, etc., resulting from the Federal Arbitration Court's award, 1st April, 1925.

**Senior Grade.**—All drivers and fitters, also senior fremen, who are in receipt—for at least six months prior to the date of holding examinations—of the maximum rate of pay for the position awarded by the Federal Arbitration Court's award, 1st April, 1925, and first prizewinners at any previous junior grade examination.

**Junior Grade.**—All fremen who are receiving less than the maximum rate of pay awarded by the Federal Arbitration Court's award, 1st April, 1925, apprentices, and others, except first prizewinners in the same subject.

Students who intend sitting for examination at the forthcoming Annual Institute Educational Class Examination, to be held during the week ending 27th November, are asked to advise their instructor as early as possible, so that the accommodation necessary for students sitting may be provided.

The desirability of being a candidate is urged upon all eligible students, as it is a duty they owe their instructor for the trouble he has taken to impart valuable knowledge to them; to the Council, in its efforts for the welfare of Institute members; and, further, for the student's own satisfaction in proving to himself the practical usefulness of the knowledge he has acquired during the year.

The prizes available to Institute students are:—  
THE "HAROLD W. CLAPP" PRIZE, under four divisions.

"ARTHUR E. HYLAND" PRIZE.

THE "J. C. M. ROLLAND" PRIZE.—This is a special prize, value £5 5s., and is donated by Mr. Rolland, of Willaura, Victoria, for presentation to the most diligent and persistent student of Railway Working in any of its technical aspects, who, by his record in class attendances and examination work, has manifested his earnestness to become a proficient railwayman. The abovementioned are special prizes.

The following prizes are awarded as **First Prizes** in all subjects:—"T. H. WOODROFFE" PRIZE (presented by the late Chief Mechanical Engineer, Mr. T. H. Woodroffe)

"PETER ALEXANDER MEMORIAL PRIZE," "W. R. BROWN MEMORIAL PRIZE," "COUNCIL PRIZES"; in addition to which the Council awards a **Second Prize** for each subject (in each grade) of the examination, and an Institute Certificate to each student who passes in any examination.

### Examination Days.

Monday, 22nd Nov.	Tuesday, 23rd Nov.	Wednesday, 24th Nov.	Thursday, 25th Nov.	Westinghouse Brake, Friday, 26th Nov.
Electricity and Magnetism, Grades 1 and 2, 7.30 p.m.	English Grades 1 and 2, 7.30 p.m.	Mech. Drawing, Grades 1 and 2, 7.30 p.m.	Algebra, Grades 1 and 2, 7.30 p.m.	Applied Mechanics 7.30 p.m.
Station A/cs and Management, 7.30 p.m.	Book- keeping, 7.30 p.m.	Engine Working, 7.30 p.m.	Construc- tion, 7.30 p.m.	

### Some Outstanding Facts of the Institute Year

THE number of financial members of the Institute at the close of the period ended June 30, 1926, was 11,545—the highest number since the inception of the Institute.

DURING the year 7055 books were added to the library. These comprised 329 volumes of technical and general literature and 6726 volumes of fiction. There is now a total of 48,567 volumes in the Central Library, including 3645 books on loan to Country Centre Areas and Newport Workshop bookcases. The exchange of books was the highest yet recorded. Metropolitan exchanges were 134,807, country exchanges 48,587, and country and Newport Workshop bookcases 41,897—making a grand total of 225,291 exchanges for the year.

THREE thousand five hundred and twenty-nine employees enrolled as students in the educational classes during the year. Many were successful in passing departmental examinations, and others gained prizes and certificates at the annual Institute examinations.

A NEW Institute building was opened at Ballarat on June 5, and at the close of the financial year another building was in course of erection at Ararat. (This building was officially opened on August 7.)

WIRELESS has come into the Institute field. A club has been formed and is managed by an enthusiastic committee. Towards the close of the financial year, the Dramatic Society broadcast from 3LO on three occasions with distinct success. On two occasions before June 30, members of the Musical Society also successfully broadcast vocal items from the 3LO studio, and during the 12 months, 11 recitals were given by the Victorian Railways Military Band. The Newport Workshops Concert Band will also broadcast each month in future.

THE Victorian Railways Rifle Club, since its affiliation with the Institute, has twice been victorious in the annual interstate contests with the New South Wales and South Australian Railways and Tramway riflemen for the Trigg Memorial Shield. In this year's contest, the Victorian team covered itself with glory by winning with the record scoring for Australia over distances of 300, 600, 700 and 900 yards.



Bendigo Country Centre Area Choir—Which recently gave several Concerts in aid of local Charities. Front Row (Single Person): R. Senior (Conductor). Front Row (From Left to Right): Messrs. F. Brown, T. Ryan, J. Bruce, G. Thom, R. Bishop, F. Palmer, A. Miller, D. Gaughwin, J. McKie, and F. French. Second Row: Messrs. G. Mahony, T. Hilson, E. Duus, E. Roach, E. Cobbin, W. O'Sullivan, W. Bolitho. Back Row: Messrs. W. Pemberthy, L. McCallum, C. Poliness, J. Hillman, W. Bone, M. McCraith, A. Taylor, W. Rowe, T. Washington.

## Details of the Institute Examinations

FOR the information of those students who will be sitting for the Institute examinations at the close of this year's educational session, the regulations governing the allocation of the "Harold W. Clapp" and "Arthur E. Hyland" Prizes are set out hereunder:—

### "HAROLD W. CLAPP" PRIZE.

1. The prizeman must be an employe of the Victorian Railways Department at the date of the examinations for the prize, and be deemed by the Council a fit and proper person to receive such prize.
2. The prizes will be awarded to the candidates who, subject to conditions 4 and 5, secure the highest number of marks at oral or written examination held by the Council in the subjects prescribed.
3. The prize shall be given in connection with a specific course of study in a subject or series of subjects to be selected each year by the Council of the Institute.
4. In the event of the prize being allotted for competition within the Institute educational class field, it shall not be awarded to any candidate who has not effectively attended the class or classes at the Institute for at least three terms in the subject or subjects of the examinations for such prize. Effective attendance will be secured by attending at least 45 per cent. of the class meetings that are held during the calendar year in the subjects prescribed.
5. The prize shall not be awarded to any candidate who received less than 70 per cent. of the total marks obtainable in the subject at the examination for such prize.
6. The prize shall take such form as may be decided by the Council.
7. In the event of the prize not being awarded owing to non-compliance with conditions set out for the government of the examinations, the Council will allot the prize in whatever manner it deems best under the circumstances.
8. Should any student who has previously won the "Harold W. Clapp" prize be again successful, he shall be given a special prize, and the next highest candidate shall be awarded the "Harold W. Clapp" prize, subject to compliance with conditions 4 and 5.

The competition for the prize for the year 1926, in general accordance with the foregoing conditions, will be as follows:—

The prize shall be equally divided, and awarded to the student who obtains the highest marks in any or each of the following divisions:—

Division A.—Engine Working, Westinghouse Brake, £5/5/-.

Division B.—Safeworking: Signalling Duties, Train Running, Guard's Duties, £5/5/-.

Division C.—Station Accounts and Management, £5/5/-.

Division D.—Applied Mechanics, Building Construction, Electricity and Magnetism, Mechanical, £5/5/-.

### "ARTHUR E. HYLAND" PRIZE.

The following are the conditions governing the examinations which will be held at the end of the fourth class sessions, 1926, 1927, and 1928, for the allocation of the "Arthur E. Hyland" Prize:—

1. The prizeman must be an employe of the Victorian Railways Department at the date of the examination for the prize, and be deemed by the Council a fit and proper person to receive such prize.
2. The prize will be awarded to the candidate who, subject to conditions 4 and 5, secures the highest number of marks at oral or written examinations held by the Council in the subject or subjects prescribed.
3. The prize shall be given in connection with a specific course of study in a subject or series of subjects to be selected each year by the Council.
4. In the event of the prize being allotted for competition within the Institute educational field, it shall not be awarded to any candidate who has not effectively attended the class or classes at the Institute for at least three terms in the subject or subjects of the examination for such prize. Effective attendance will be secured by attending at least 45 per cent. of the class meetings that are held during the calendar year in the subjects prescribed.
5. The prize shall not be awarded to any candidate who received less than 70 per cent. of the total marks obtainable in the subject or subjects at the examination for such prize.
6. The winner of the prize shall always be at liberty to accept either a cheque for £5/5/-, or alternately value to that amount in any other form.
7. In the event of the prize not being awarded owing to non-compliance with conditions set out for the government of the examinations, the Council will allot the prize in whatever manner it deems best under the circumstances.
8. The competitions for the prize for the years 1926, 1927 and 1928, in general accordance with the foregoing conditions, will be as follows:—

The prize shall be awarded to the student who obtains the highest marks in the following:—

1926—English Course, Grade 2.

1927—Bookkeeping.

1928—The aggregate number of marks in Short-hand (Speed) and Typewriting.

# V.R. Institute Balance Sheet

(As at 30th June, 1926)

LIABILITIES.		ASSETS.	
Social Class Fees paid in Advance	£1 6 0	Cash at Bank . . . .	£2,362 2 6
Sundry Creditors . . . . .	1,039 15 7	Cash on hand, Mel- bourne and Coun- try Centres . . . .	195 11 8
"Peter Alexander Me- morial Prize Fund" £171 5 0			£2,557 14 2
"W. R. Brown Me- morial Prize Fund" 93 10 0		Interest accrued on Prize Fund . . . . .	3 1 3
"T. H. Woodroffe Prize" . . . . . 100 0 0		Trust Accounts for Prizes . . . . .	364 15 0
	364 15 0	Sundry Debtors . . . . .	866 12 3
Interest on Prize Fund Invest- ments—		Furniture and Fittings, Melbourne and Country Centres (less Depre- ciation) . . . . .	6,908 9 8
"Peter Alexander Memorial Prize" £4 0 8		Library (less Depreciation) . . . . .	4,403 3 2
"W. R. Brown Memorial Prize" 1 17 6		Musical and Orchestral Societies' Libraries (less Depreciation) . . . . .	51 5 8
"T. H. Woodroffe Memorial Prize" 2 2 6		Newport College Equipment (less Depreciation) . . . . .	603 14 6
	8 0 8	Stewards' Uniforms . . . . .	13 15 4
Country Centre Development A/c. . . . .	1,050 9 1	Victorian Railways Military Band Equipment . . . . .	340 4 10
"Victorian Railways Military Band Fund . . . . .	295 3 2	Victorian Railways Newport Work- shops Band Equipment . . . . .	304 4 8
"Victorian Railways Newport Work- shops Band" Fund . . . . .	136 10 3	Stores on hand . . . . .	15 16 8
"Victorian Railways Institute" Fund, at June 30, 1925 . . . . .	10,319 12 11	Text Books on hand . . . . .	13 5 0
Country Centre Re- payment Accounts Transferred . . . . .	1,218 3 9	Stationery on hand, Newport College Tobacco on hand (Melbourne and Country Centres) . . . . .	350 18 8
Excess of income over Expenditure from Income and Expenditure A/c. . . . .	2,511 6 4	Badges on hand . . . . .	16 12 0
	14,049 8 0	Billiard Cloth on hand . . . . .	121 10 10
	£16,945 7 9		£16,945 7 9

Audited and found correct—

W. H. TREGONING Auditors.  
J. F. TIMMS

20/9/26.

## INCOME AND EXPENDITURE ACCOUNT FOR YEAR ENDED JUNE 30, 1926.

To—		By—	
Salaries and Wages . . . . .	£5,442 3 7	Membership Subscription . . . . .	£4,258 10 8
Educational Classes . . . . .	4,402 16 4	V.R. Commissioners' Subsidy . . . . .	14,734 16 9
Lectures . . . . .	52 5 7	Educational Class Receipts . . . . .	572 16 4
Social Classes and Societies . . . . .	543 10 7	Social Classes Fees . . . . .	579 3 5
Entertainments . . . . .	315 11 9	Memorial Prizes . . . . .	13 10 0
Billiard Rooms . . . . .	706 1 7	Prize Donations . . . . .	31 10 0
Tobacco Purchases . . . . .	1,266 13 4	Billiard Room Receipts, Melbourne and Country Centres . . . . .	1,710 5 6
Library and Reading Rooms . . . . .	387 3 0	Tobacco Sales . . . . .	1,469 4 5
V.R. Magazine . . . . .	5,716 8 7	Library Receipts . . . . .	140 10 6
V.R.M. Band Expenses . . . . .	351 1 3	V.R. Magazine Sales and Advertise- ments . . . . .	622 3 11
V.R. Newport Band Expenses . . . . .	330 2 10	Entertainments . . . . .	381 4 2
Gymnasium Expenses . . . . .	376 17 9	Gymnasium Receipts . . . . .	380 10 10
Country Centre Expenses . . . . .	218 15 5	V.R.M. Band Receipts . . . . .	161 10 4
General Expenses . . . . .	1,418 19 2	Sundry Receipts . . . . .	240 6 7
Depreciation . . . . .	1,166 6 4		
Excess of Income over Expenditure transferred to Institute Fund . . . . .	2,511 6 4		
	£25,296 3 5		£25,296 3 5

The chief points insisted upon by the Board of Trade are complete protection from the weather, through the closing of apertures by curtains, or by windows, and recently several railway companies have provided inside lamps for their third-class carriages at night.—"Knight's Penny Magazine," 1846.

The steam carriage invented by Mr. W. Hancock, of Stafford, near Bow, performed a journey of nearly 25 miles, to the astonishment of the inhabitants of the towns through which it passed.—"The Times," August 5th, 1829.

Half-mile posts on Victorian railways lines will not in future bear the symbol "½."

## Alterations to Constitution of the Institute

On October 12, a special General Meeting of Institute members was held in the Concert Hall, when several amendments and alterations to the constitution were submitted by the General President (Mr. J. S. Rees). All the amendments were agreed to, with the exception of one clause, which sought to grant membership to ex-Supernumerary employes. This was referred back to the Council for re-consideration.

**W**ITH the approved amendments and additions shown in bold type, the following are the altered clauses of the Constitution:—

Clause 2.—**The objects of the Institute shall be to keep the officers and employes of the Victorian Railways in touch with railway practice and development throughout the world, and to promote in such manner as the Council may from time to time determine the intellectual, social and physical well-being of the members of the institute, and of their dependants.**

Clause 4.—**The Institute shall also provide—(a) a railway reference and general library; (b) instruction in the various branches of railway work; (c) lectures on science, art and literature; (d) social and musical entertainments; (e) gymnasia; and such other instruction or means of education, entertainment or amusement as the Council may from time to time determine.**

Clause 5.—**No person shall, whilst in or upon any premises of the Institute, discuss or take part in the discussion of any political or religious subject or question.**

Clause 17.—**The General Secretary shall find security to the Council of the Institute in the sum of £500, in some approved guarantee society, for all monies entrusted to his care, but the premiums on such guarantee policy shall be paid by the Institute.**

Clause 18.—**The General Secretary shall attend at the Institute during such hours as the Council may determine, and he, or an officer of the Institute, appointed by him for the purpose, shall attend all meetings of the Council and of the Sectional Committees, and all meetings of the members of the Institute, and shall take minutes of the proceedings thereat, and record the same in a book to be kept for that purpose.**

Clause 22.—**The words "which shall not exceed the sum of £10 per annum" were deleted.**

Clause 23.—**The words "The Treasurer may also receive subscriptions and contributions, and issue receipts, and shall pay his collections to the bank in the same manner as is prescribed in the case of the Secretary," were deleted.**

Clause 28.—**The words "and of Sectional Committees" were deleted.**

Clause 36a.—**The figure "£20" was deleted, and the figure "£10" inserted.**

Clause 37.—**Every candidate for admission as an active or associate member of the Institute, who is an employe of the Railways Commissioners or of the Construction Branch, shall make application in the form prescribed for that purpose, and shall forward the application to the General Secretary of the Institute, and such application shall be submitted by him to the Council at its first meeting after the application has been received by him.**

Clause 38.—**Every candidate for admission as an associate member of the Institute, who is not an employe of the Railways Commissioners or of the Railway Construction Branch, shall be nominated by an active or associate member of the Institute, and such nomination shall be made in writing on the form prescribed for the purpose, and shall be forwarded to the General Secretary, together with the subscription for at least one year. Such nomination or particulars of such nomination shall be submitted by him to the Council meeting, at which the nomination is to be considered.**

Clause 40, which granted to a permanent railwayman from outside the suburban area who was not a member of the Institute the privilege of using the reading and writing room at the Institute for a charge of 3d. per day, was deleted.

Clause 44.—**Any person who resigns or retires from the employ of the Commissioners or of the Railway Construction Branch may, if he so desire and without further enrolment, continue in the Institute as an Associate member, provided that at the date of such resignation or retirement such employe was a financial member of the Institute.**

Clause 46.—**Any member who has been guilty of misconduct or of any breach of the Rules and Regulations shall, on a resolution to that effect being passed by the Council, be deemed to have forfeited his membership, and shall not be eligible for reelection during the pleasure of the Council.**

Clause 47.—**The words "and any supernumerary employe of the Commissioners or of the Construction Branch who voluntarily leaves the service and seeks employment elsewhere," were deleted.**

Clause 49, relating to subscriptions and payment thereof, was redrafted.

Clause 50.—**The equal half-yearly instalment of the annual subscriptions shall be payable in advance on the first day of January and the first day of July, respectively, in each year.**

Clause 52.—**Any member who fails to pay any half-yearly instalment of his annual subscription within one month after the same shall become due and payable shall render himself liable to the forfeiture of his membership, and every such case shall be submitted to the Council by the General Secretary at its next ordinary monthly meeting, and the decision of the Council shall be final. In the event, however, of any forfeiture of membership, the Council shall have power to restore any person to membership if the outstanding subscription be paid within a period of 14 days from the date of the meeting at which the case is dealt with.**

Clause 53, which relates to the issue of a ticket or metal symbol of membership, was redrafted to permit of the matter resting with the Council.

Clause 54.—**The Council shall have power to determine the fees payable in respect of any lecture, class, entertainment, society, club, etc., and the fees prescribed therefor shall be paid in advance, and such lectures, classes, entertainments, societies, clubs, etc., shall not be deemed to be ordinary privileges of the Institute.**

Clause 60, relating to elections, was altered to permit of a person who had been a member of the Institute for six months (instead of 12) voting at the election of Members of the Council or "for any other purpose."

Clause 60a was similarly altered to permit of a person being nominated for the position of Councilor, provided he had had six months' membership.

Clause 64.—**Notice of such annual meeting shall be given to members at least seven days prior to the meeting in such manner as the Council may from time to time direct.**

Clause 65.—**A special general meeting of the members shall on a requisition signed by not less than 50 active members, be summoned by the General Secretary as soon after the date of the receipt thereof as possible, and notice of such meeting and of the nature of the business to be transacted shall be given to members at least seven days prior to the meeting in such manner as the Council may from time to time direct. No business other than that specified in the requisition shall be transacted at any such meeting.**

Clause 69, relating to finance, was altered to permit of a person duly authorised by the Council entering into any contract on behalf of the Institute.

Clause 74.—**A new rule shall not be made, nor shall any rule be amended, altered or rescinded except by the authority of a majority of members who, being eligible to vote, shall record their votes in a ballot taken for that particular purpose. Notice of any proposed new rule or of any proposed amendment, alteration or rescission of an existing rule must be delivered to the General Secretary in writing. Any such notice in writing delivered to the General Secretary shall be submitted by him to the Council at its next ensuing meeting; and notice of any proposed new rule or of any proposed amendment, alteration or rescission of any existing rule shall be given to members in such manner as the Council may direct. A ballot of members eligible to vote shall be taken on any proposed new rule or any proposed amendment, alteration or rescission of any existing rule. The Council shall fix the date for the closing of the ballot, and shall give such directions as may seem fit to the Council for the issue to members of voting papers, for the return of such voting papers for ascertaining and declaring the result of the ballot, and for such other matters or things incidental to the ballot as may seem necessary or proper to the Council.**

# Railway Draughts Championships in Progress

32	31	30	29
28	27	26	25
24	23	22	21
20	19	18	17
16	15	14	13
12	11	10	9
8	7	6	5
4	3	2	1

**T**O Systemise Play. — The method adopted to number the board is only imaginary, as no numbers are placed on the squares.

Set the board in front of you, with the white corner square on the right hand side. Now place the 12 black pieces on the dark squares, and the 12 white pieces in the same manner from the other side of the board.

Black plays first, thereby determining

which is No. 1 square. The numbers following are to be played, first black, then white, and so on.

Space will be devoted for the beginner and the advanced player. In compiling these articles for the beginners, we especially appeal to fathers who may have two or more sons, whose time could be profitably spent trying these over. A small guide can be purchased from most booksellers. Lees, or other well known editions, will be very helpful.

### Advanced Players.

The following game brings into being a very fine problem. It arises from the "single corner" opening, thus:—

B. 11-15	12-16	14-23	24-19
W. 22-18	21-17	27-18	15-24
15-22	8-12	16-19	28-19
25-18	17-13	32-28	14-17
8-11	7-10	10-14	23-18
29-25	28-24	18-9	17-26
4-8	9-14	1-5	31-22
24-20	18-9	26-23	6-10
10-15	5-14	19-26	White to
26-22	23-18	30-23	play and
		5-14	draw

Solution will be in next issue.

You are requested to read the articles in the October issue, pages 46 and 55; also watch the "Argus" issue on Monday morning for any urgent matter pertaining to the Club.

By the time this article is in print the Championship of the Victorian Railways Tourney will be in full swing. Twenty-one entries have been received. It is to be played under the same rules as

the State Championship. It will be refereed by Mr. J. Boyles, the present State Champion.

Four prizes are to be awarded as follows:—Winner, two specials recommended by the Committee, and a booby for the lowest scorer.

The draw resulted as follows:—

Lockwood, R. v. Danks, A.  
Morcombe, S., v. Eastwood, W.  
Landrigan, J., v. Robinson, J.  
Tydeman, J., v. Lambert, W.  
Barry, A., v. Riordan, T.  
Mallon, J., v. Homewood, C.  
Curtain, J., v. Ogilvie, G.  
Bounds, E., v. Campbell, W.  
James, F., v. Galvin, J.  
Jones, J., v. Grose, T.  
Maynard, R, a bye.

In the December issue, several games will be given as played in the Championship Tourney. No doubt some interesting play of an original character will develop.

### Novice Section.

No. 1.—Place black kings on squares 10-14, and a white king on square 1. Black to move, and win in seven of his own moves.

No. 2.—Black—Kings, 10-13-4. White—Kings 5-2. White to move, black to capture a white piece in three moves, and win by the method of the first problem.

No. 3.—Black—Kings, 14-18-23. White—Kings 2-24. Black to move and capture a piece in eight of his own moves, then apply No. 1 problem.

No. 4.—This is not regular draughts, but will be found interesting. Place black pieces on squares 1-2-3-4, and a white piece on square 31. Either to move first. Black is to advance one black square at a time with any piece, so as to prevent the white piece getting past his line by means of a vacant square. White has the privilege of moving backwards or forwards, but can only move one black square at a time. There will be no capturing of pieces, and black's object is to force the white piece on to the black line again. The pieces can occupy adjacent squares.

Write to the Secretary, and let him know the progress you are making. Try to learn the problems thoroughly, with any small variation you may care to make.

The Secretary will be pleased to receive trophies, cups, or medals to be competed for by club members, or for the "Open Railway Championship." Donations will also be thankfully received.—W. G. LAMBERT, Hon. Secretary, c/o Jolimont Workshops.

## Ten Health Commandments

**N**OBODY likes to be told what to do. But everybody respects the Ten Commandments. They have been modernised and applied to health by a leading doctor:—

1. Honor your parents by having a thorough physical examination every birthday; for an ounce of prevention is worth a ton of cure.

2. Honor your friends by taking a daily bath; for cleanliness is a part of godliness.

3. Honor your family by having your life insured; for life insurance guarantees the co-operation of the insurer in the prolongation of the life of the insured.

4. Honor your physician by avoiding patent medicines; for the most of these nostrums are humbugs.

5. Honor your stomach by having your teeth carefully examined by a dentist at regular intervals; for bad teeth are an abomination to the system.

6. Honor your digestion by being careful of your diet; for many a man digs his grave with his teeth.

7. Honor your lungs by breathing fresh air; for ventilation is a means of grace.

8. Honor your nerves by taking plenty of rest in sleep; for they who work all day and play all night promote the brevity of their lives by burning the candle at both ends.

9. Honor your country by obeying the law; for it is a mark of good citizenship to obey a law whether one likes it or not.

10. Honor your soul by chastity in word, thought and deed; for the race that wishes eternity must exalt maternity.

Mr. Shillibeer on July 4th, 1829, started the first pair of omnibuses—from the Bank to the Yorkshire Stingo, New Road. The fare was 1/- for the whole journey, and 6d. for half the distance.—Timbs, "Curiosities of London," 1855.

So many robberies have been committed at the Court end of the town, that the servants go armed with pistols and blunderbusses, with both coaches and chairs at night.—"Penny London Post," January 26th, 1750.

"Railroad travelling is a delightful improvement of human life. Man is become bird; he can fly longer and quicker than a solan goose."—Sidney Smith in 1842.

Men are of two classes—those who do their best work to-day and forget about it, and those who promise to do their best to-morrow and forget about it.

Transportation is civilisation.—Kipling.

Transportation is the pulse of trade.



# Personal.



ON the 30th ult., the eve of his transfer to Melbourne, a large and representative gathering of the various branches met in the office of the Geelong District Superintendent, to say farewell to Mr. Bartel, District Engineer.

Mr. Remfrey, Relieving District Superintendent, presided, and on behalf of the staff presented to Mr. Bartel two lounge chairs as a token of appreciation. Other speakers referred in eulogistic terms to Mr. Bartel's sterling qualities and expressed their earnest wish for success in his new sphere. Mr. Bartel, in responding, made reference to the happy associations formed during his period in Geelong. The gathering concluded with three hearty cheers and musical honors for Mr. Bartel.

On the occasion of his transfer to the office of the Metropol. Supt.'s Office, Mr. Geo. Gillingham, of the staff of District Superintendent, Seymour, was made the recipient of a handsome case of pipes and tobacco pouch by the staff. Mr. Morris, District Superintendent, in making the presentation, referred to Mr. Gillingham's many good qualities, and on behalf of the staff wished him every success in his new sphere. Mr. Gillingham has been stationed at Seymour for the past five years.

## Mr. M. Ryan, D.R.S. Retires

ON his retirement after 44 years' service in the R.S. Branch, Mr. M. Ryan, District R.S. Superintendent Seymour District, was tendered a farewell at the V.R.I., Seymour.



Mr. M. Ryan, District Rolling Stock Superintendent.

The Institute was filled by an enthusiastic gathering of friends and well wishers. Mr. W. White, President of the Institute Committee, on behalf of the Drivers, Firemen and Staff, made the presentation of a handsome inscribed solid leather travelling bag, with rug to match.

Messrs. Green, Duggan, Gilligan (R.S. Branch), Jones (S.M.), and Neal (Trans. Branch), also paid tributes to Mr. Ryan's

long and honorable service and to his fine qualities as an officer and a gentleman.

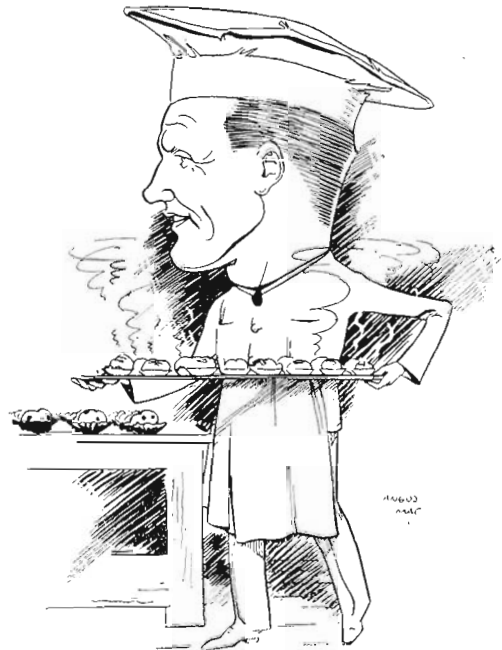
Mr. Ryan was much overcome with so much good fellowship, and feelingly responded.

Music was provided by the V.R.I. Orchestra, and dancing indulged in till a late hour.

A similar gathering was held at Benalla a short time previously, where the drivers and firemen presented him with a fine gold Albert.

## Wedding Bells

We are pleased to announce the marriage of Mr. G. T. Webb, of the Dist. Supt.'s Office, Seymour, to Miss Hilda Gilligan, of Seymour, which took place in Melbourne on November 6.



Foreman Baker D. P. Oliver, of the Refreshment Services Branch, gained the D.C.M., M.M. and Bar in the late war, and is now shooting the dried fruits into railway cooking creations at the Dining Car Depot.

## Rolling Stock Officer Gains Distinction

Mr. J. J. Gardiner, who for seven years has been personal clerk to the Chief Mechanical Engineer, secured first place in the Commonwealth at the last final examination held by the Federal Institute of Accountants.



Stock Accountant's Division.

This is a rather noteworthy achievement, considering that nearly 800 candidates sat for final subjects at the examination, and that Mr. Gardiner presented himself for the intermediate examination of this Institute only five months previously.

Mr. Gardiner is now attached to the Rolling





Some of the Staff at Eltham. In the group are Motorman Bond, A.S.M. Egan, S.M. Harrison, Motorman Smith, Guard Henderson, Lad Porter Maloney, Guard James.

## Wedding Bells

A very pretty wedding was solemnised at the Baptist Church, Bendigo, on September 30, when **Mr. Herbert E. Thomson**, Clerk, Bendigo Goods, was married to Miss J. Pickering, of White Hills. Both Herb. and his partner are keen tennis players, and have taken part in many local tournaments with phenomenal success.

As a token of the esteem in which he is held by his fellow-workers and also business people of the city, he was presented with a case of beautiful cutlery by Mr. Laird, C. in C. Goods Sheds, in the presence of a large gathering.

The happy couple left for Sydney to spend their honeymoon.

**I**NSTITUTE members will miss the Librarian, Mr. H. Smith, from the library for a few weeks. He has sallied across the border into South Australia, and when he returns he will bring a Mrs. Smith with him.

Gathering together in the General Secretary's office on the eve of his departure, the Institute Staff presented him with a travelling clock and a handsome jardiniere for his wife. The best of good wishes were tendered him.

### BEATEN.

In the October Magazine, page 75, £3953 was the amount of revenue shown as having been received by Lad Porters on the Down side at Glenmuir.

Lad Porters at West Richmond exceeded this amount for the 12 months ended September 30. They received £5393, and booked on an average 20,000 tickets a month. During this time, Down side has been manned by Permanent and Supernumerary Lad Porters and Supernumerary Casual Laborers, and the latest recruit is a Supernumerary Lad Porter 14 years and 3 months old—a little over 5ft. in height, who is making good. Can any Down side beat this?—S.M.

The British Government is not behindhand in salesmanship. In the thousands of little branch postal stations through the Kingdom the girl attendants are trained to act as though the purchase of a postage stamp were a personal favor; no stamp or postal card or money order is passed through the wicket without a "Thank You."

**M**R. W. HENDERSON, clerk at the North Melbourne loco. depot for the past eight years, has retired.



He joined the service in March, 1884, at Ballarat, under the late Mr. R. B. Sewell, and three years later was appointed time-keeper there by Mr. Allison Smith at a salary of £110. He served in turn under Messrs. J. Stone, W. McKenna, J. R. Upton, F. Upton, C. Hinds and R. Doull, before leaving for Newport in 1906.

He then went to Maryborough, and back to Melbourne in 1914, finally settling down at the North Melbourne loco. depot in 1918.

Like most railwaymen at Ballarat, Mr. Henderson always took a keen interest in the work of the Orphanage at that centre. Mr. Henderson was one of the founders of the Railways Carnival Committee, which is still in existence, and which has raised thousands of pounds for the worthy institution.

A large gathering of friends and well-wishers attended at the office of the Chief Loco. Foreman on Saturday, September 25, when the opportunity was taken to make a suitable presentation to Mr. W. Henderson. Mr. J. Landrigan, Acting Chief Loco. Foreman, was in the chair, and the presentation was made by Mr. W. Cornish, Acting Metro. Rolling Stock Superintendent. A fine leather travelling case and a nice rug were presented to Mr. Henderson, and a very suitable hand bag were given to him to hand over to Mrs. Henderson. Expressions were general that they would both live long and enjoy the fully-earned rest to which they were both entitled, with such a sterling record as Mr. Henderson had in the Department.

The following officers spoke:—Messrs. Cornish, Landrigan, Durston, Bell, H. G. Jones, O'Donoghue, Hunter, Luscombe, Madigan, Morcombe, Bowdler, Fewster, B. Smith, H. Rice, Hohmuth, Donegan, Wolfe, Clifford and Anthony.

Apologies were received from Messrs. Robinson, of Jolimont, Kenny, Farnan, Banks, Barrett, Williams, and Symons, of Head Office, and Vandenburg and Nolan of North Melbourne, the latter two being away on leave.

(F)

**Mr. Jack Tobin**, Warrnambool's popular Goods Foreman, who is well known in district football circles. Jack at one time was a good middle distance runner.



(L)

**Mr. James Lawson**, formerly Clerk at Oakleigh, has been promoted to the position of Assistant Stationmaster, and transferred to Coburg. As a mark of the esteem in which he was held, his railway comrades presented him with a travelling rug and straps.

# Some Impressions of the Fuel Conservation Movement

Being attached to the Way and Works Branch, Mr. D. Flynn, Works Foreman, of Bendigo, at first doubted what good could be served by his becoming a member of the District Fuel Conservation Committee. He has learned that the movement is wide enough in its scope to include all branches, and gives his views in the following article.

I HAD always been under the impression that the Fuel Conservation Movement dealt with the saving of coal and such other commodities as are used in connection with train running, and any cause which might be considered contributory to this result, such as unnecessary train movements or stoppages. I have since learnt that it is wide enough in its range to include all branches, and its aim is not only to effect economies in the use of fuel, but to conserve human energy as well.

After attending my first meeting at Echuca and hearing the speeches made there, I realised that it had other aims as well as that of saving fuel, and one of these was to promote, by friendly and helpful aid, a better feeling than has previously existed between members of all branches.

Any body which holds before its members such a high ideal must make for good in any industry, and one could not take part in its meetings without having benefited substantially from the discussions heard there, and without realising in at least some degree what a valuable institution a Board like this might become in helping to lay the foundations upon which a forceful and very useful tribunal might be built.

## The Power of Conference

Its chief merit seems to me to be in the way it conducts its business, and of the prominence which it thereby gives to the power of conference as a means of settling disputes, for the removal of possible causes of friction in any organisation and for the development of the true co-operative spirit. This is the spirit that is working such wonders in the industrial world to-day, and which is perhaps the best method ever devised by the ingenuity of man for the settlement of disputes or for the proper regulation of our industrial relationships.

Recent years have seen many methods tried for this purpose, but none seems so successful as conference. Old ideas of management are being everywhere cast aside, and the new idea is for the introduction into industry of a management which leads, directs and helps to educate the workers under its control and for the cultivation of a franker and more friendly spirit between those controlling and those operating industry.

It is now obvious to me that conferences such as these, arranged by this Board, are held for a similar purpose, and all attending them are animated by a desire frankly and

fairly to discuss their differences and by this means contribute, in so far as they are able, to the smooth and effective working of this big industrial department.

Ideas are plentiful, and these are discussed with all the vigour which makes for contest, while there is never any real danger of such contest being brought down to the lower level of conflict.

The atmosphere surrounding the meetings is uniformly calm, and though no doubt there are times when the mercury in the glass shows a tendency to rise, still, there is always the assurance that this will be noticed by the chairman, who can be depended upon at the right moment to speak that soft word which we are told shall turn away wrath.

## Participants Benefit

Work accomplished under such conditions much have a wholesome effect upon all concerned. Whilst what is achieved is appreciable in quantity and valuable in result, it must not be overlooked that those participating are benefiting, since the discussions raised not only help to improve their education departmentally, but also give them an opportunity of contributing some constructive thought which may be found of benefit, both to themselves and the Department.

My own branch can help the Board by organising its work along lines which make for the complete elimination of waste, no matter how, or by whom it is caused, by utilising to the best advantage all space allotted for the transport of its stores, by the maintenance at a high standard of efficiency of all plant and other property under its charge, and by always and everywhere seeking to promote genuine feelings of friendship towards the members of all other branches.

We should endeavour, when we get the opportunity, to understand and appreciate their troubles, and if we succeed in doing this, and unitedly infuse into our work that sincerity of purpose and nobility of aim which steadfastly refuses to take any account of the "small," and sees only the "big" in either our private or our official relationships, then we shall have succeeded in accomplishing something which has been really worth while.

This will help to hasten the coming of that time when men shall not be judged by the old and false standard of work, but by the new and better conception as expressed in the desire to help and serve others as they would in turn be helped and served by them.



"Control on the Railways"—A study in Methods—By Philip Burt.  
 "Social Classes in Europe"—A Distinguished Work on the economic position in Europe—By Lothrop Stoddard.  
 "The High Adventure"—By Jeffrey Farnol, is brilliantly and interestingly written.  
 "Gentlemen Prefer Blondes"—By Anita Loos, is a book with an amusing story.  
 "The Idle Hours of a Victorious Invalid"—by Lane Crauford—should be widely read.  
 "The Buster"—By William P. White, should appeal to fiction readers generally.  
 "Inspector French and the Cheyne Mystery"—by Freeman Wills Croft, is a fascinating detective story.

**L**OTHROP STODDARD adds another to a provocative and thought compelling series of books with "Social Classes in Post-War Europe." Possibly this last is a stronger contribution to theory than "The Rising Tide of Color" or "Racial Realities," because it deals with the varying fortunes of classes in human society, and traces through class changes the advent of epochs.

Stoddard says that the Great War marks the beginning of a new epoch as definitely as did the fall of the Roman Empire, and the discovery of America. In five well-reasoned chapters, he covers peasants, urban workers, intellectuals, middle classes and upper classes. He strikingly points out that there are two Europes—one industrial, the other rural, the former superimposed upon the latter. The work will make a stir.

"**T**HE Idle Hours of a Victorious Invalid," by Lane Crauford, through Robertson and Mullen.—This is ill-named, for though produced by a valetudinarian the volume should be considered as a piece of modern literature; some reviewers have already hailed this as a work of a modern "Elia." We commend this book, at the English published price—10/6, obtainable from local booksellers.

"**C**ONTROL on the Railways."—A Study in Methods, by Philip Burt. (London: George Allen & Unwin). The author was for some years Deputy-General Manager of the North-Eastern Railway (England). Author of a book entitled "The Principal Factors in Freight Train Operating," a work which during recent years has had a great vogue among railroaders.

The work under notice will be regarded as an able one, dealing as it does with those questions which, to-day, more than ever before, seriously concern the railway manager, as well as the operating staff generally.

The development of the telephone in its application to the running of trains on the main lines and heavy mineral districts connected with railways has resulted in recent years in what amounts to a new system in the supervision of train working (now often spoken of in technical railway circles as "Train Control"), under which the whole of the trains moving in a wide area, and traversing long distances, can be brought visually under the control or the direction of one man, the train controller, in a central office.

How this is arranged in practice, and the character of the various devices which contribute to this control is told in this book. The author is a well-known railway expert. Although intended primarily as a technical work, it contains much useful and interesting information for the general reader.

"**T**HE Buster," by W. P. White, reveals this well-known writer at his best. Mrs. Rowland, ranch owner, plots with her brother to discipline her niece Charlotte, a spoiled, selfish, willful young beauty, by taking her on a camping trip into the mountains, and hires Bill Corvell, a neighbouring rancher, to act as guide and helper. Bill finds the order to "remake" the Eastern girl a large one, and would gladly abandon the job and attend to his own business, which is complicated just then by the activities of cattle rustlers and brand plotters.

The disciplining is going at very slow pace, when Bill discovers that an enemy is diverting the suspicion of the community to Bill himself as the guilty person. Thereafter, between outwitting Kyler, doing a little detective work on his own account, and still acting as guide to the camping party, Bill finds life very like a three-ring circus. It engages all his wits, all his skill as a diplomat, and all those masculine qualities of riding and fighting and shooting so essential to the cowboy of that period.

The "Western" story is Mr. White's metier, and, although the days of which he writes are gone, many still like to experience the thrills in which such a tale as this abounds.

"**I**NSPECTOR French and the Cheyne Mystery," by Freeman W. Crofts.—Through the medium of Mr. Crofts, the most famous cases in which that brilliant investigator—Inspector French—was concerned are being recorded, and "The Cheyne Mystery" is the second. When young Cheyne first found things going wrong, and that a very dangerous gang of criminals were unpleasantly interested in him, he tried to outwit them on his own; however, when things got very serious and his life was attempted, he decided to go to the Yard.

From then French comes into the case, and carries out one of his typical investigations, by his own particular method—that untiring thoroughness directed by flashes of inspiration, which was the secret of his unending success. A very pleasant young person named Joan plays a prominent part in the book.

"**G**ENTLEMEN Prefer Blondes," by Anita Loos.—The book that has for ten months amused America; during six of those months it has headed the best seller list. Now it is conquering Europe, and has reached Australia and New Zealand via Britain. Loreli and her friend Dorothy are not to be known only to book-readers, but to film-lovers and theatre-goers, for a film has been made, a play, and also a Folies sketch. The book is crammed with quotable passages.

"**T**HE High Adventure," by Jeffrey Farnol, author of "Sir John Dering" and "The Broad Highway."—This is the first story from this popular author for two years. A typical Farnol story of Regency Days, the open road, fist fights, mystery, adventure, and high-idealized romance, will be a favourite at Christmas and before.

# Victorian Railways Honor Roll

## RETIREMENTS DURING THE MONTH

*As long as men shall live and build; as long as they shall strive for worth-while achievement, there shall be honor and glory in work well done.*

	First Date.	Length of Service.
T. S. Pender, Ganger, Spencer-street .. . . .	1881	45 years
F. R. Turner, Sub-foreman, Newport .. . . .	1881	45 years
J. McGregor, Ganger, Mordialloc .. . . .	1883	43 years
W. Henderson, Clerk, North Melbourne .. . . .	1884	42 years
R. Barber, Ganger, Maffra .. . . .	1886	40 years
J. Rowlands, Signalman, Oakleigh .. . . .	1887	39 years
J. H. Wilson, S.L.Oorman, Jolimont .. . . .	1887	39 years
R. Bouchier, Signalman, Oakleigh .. . . .	1888	38 years
G. Waugh, C. & W. Builder, Newport .. . . .	1888	38 years
H. Mitchell, Motorman, Jolimont .. . . .	1888	38 years
A. Ross, Driver, Sale .. . . .	1889	37 years
T. Moody, Repairer, Sale .. . . .	1890	36 years
J. Miller, Hostler, North Melbourne .. . . .	1891	35 years
H. D. Hall, Skilled Labourer, Newport .. . . .	1898	28 years
W. Elliott, Motorman, Jolimont .. . . .	1901	25 years
C. J. Johns, Repairer, Kerodac .. . . .	1901	25 years
C. F. Morris, Driver, Ballarat .. . . .	1910	16 years
J. Falwell, Stoker, North Melbourne .. . . .	1910	16 years
R. Andrew, Boilermaker, Newport .. . . .	1911	15 years
D. Heffernan, Fitter's Assistant, North Melbourne .. . . .	1911	15 years
A. G. Gillman, Fireman, North Melbourne .. . . .	1916	10 years
H. B. Crabb, Clerk, Bendigo .. . . .	1919	7 years



**Mr. H. A. Lyndon** has recently retired from Korumburra as Stationmaster, after reaching the statutory age limit. Entering in 1883, he was sent as assistant to Mr. Edwin Moss at Newmarket.

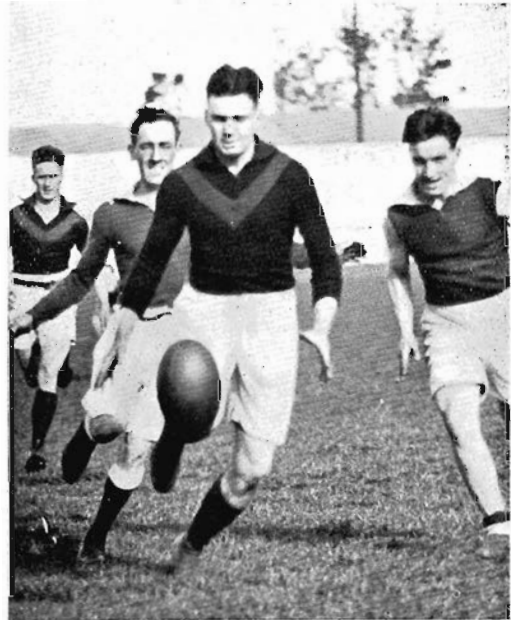
Mr. Lyndon had an experience while there that has come to few, that of being run over by a down Essendon train, the engine and three cars passing over him as he lay between the rails. He sustained a fractured skull and abrasions. This, a sprained ankle and typhoid fever, were the only incidents in his career which forced him to draw sick pay.

Good luck has followed him departmentally, as the most serious case he had to report was the matter of an overturnedouvre truck.

Before his departure from Korumburra, he was entertained by the station staff, as well as by other organisations, with which he had associated himself. He was made the recipient of many handsome gifts.

**Mr. R. T. Bouchier**, Signalman, "B" Box, Oakleigh, owing to failing health, has retired from the service. For many years past he associated himself with numerous social activities having for their object the welfare of his colleagues, as well as that of railwaymen generally. He was made the recipient of a wallet of notes.

**Mr. Daniel Holmes**, Stationmaster, Lyndhurst, while on his annual holidays recently, called in at the Railways Institute, and in the course of a chat with the General Secretary, together with other members of the Institute staff, said he greatly appreciated the fine work the Institute was doing for the railwaymen, remarking that he himself, as well as his staff, looked forward with pleasure to receiving a copy of the "Victorian Railways Magazine" each month.



*An incident in the Victorian Railways Football Association grand final match between Melbourne Yard and Jolimont.*

**Messrs. McKowan, Deegan and Scully**, Motormen, having reached the statutory age limit, recently retired from the Department. They were popular with their mates, as well as with the station staff at Oakleigh, and, as a memento, each was presented with a smoker's outfit.

## Good Work Brings Special Appreciation

LAST night at 10.30 I escorted my son, his wife and infant to the Dandenong Railway Station to catch the 10.30 p.m. train to South Yarra to connect with the train to Hampton, where they reside.

When about 30 yards from the station the starting bell rang, and we all raced to the gateway to find it locked and the train about to start. The train was at the centre platform. The porter had gone to the train, and no one else was in sight. I called out loudly, "Lady with a baby wants to get the train," and repeated the call as loudly as possible. The night officer came out to the wicket gate, and I rapidly explained to him and asked him to hold the train, as otherwise my folks could not get home that night. He and the porter very kindly held the train, the wicket was opened, and my people caught the train.

All this takes much longer to write than it took to occur. Our late arrival was caused by my watch being 4 minutes slow. My object in writing is to bring under your notice the action of your officers, and to express my keen appreciation of the action of Mr. Callaghan, the night officer, and of the youthful porter whose name I don't know. They acted promptly, and with the greatest consideration, and were of utmost service to my relatives, and relieved me of considerable anxiety.

I had not met Mr. Callaghan prior to this incident, and he was, therefore, quite a stranger to me. I was much impressed by his very courteous, unobtrusive and quietly efficient demeanour.

The incident may not appear a great one to you, but to us it meant a great deal, but, in any case, it is a clear indication of the courtesy and consideration meted out to public when the occasion arises.—**W. J. Field, Divisional Returning Officer for the Division of Flinders, Dandenong, writing to the Commissioners.**

## Popular Conductor retires from Active Service

One of the most popular of the conductors, Mr. "Joe" Sells, has retired from the service after 36 years of faithful work. Like other old confreres, Mr. Sells had become an institution, and confirmed travellers would as soon thought of finding the handle gone from the car door as "Joe" off his particular trains. However, the handle could be replaced, but many travellers will miss the genial face and cheery greeting of Mr. Sells. A number of his confreres, not only in Ballarat, but in Melbourne, took occasion recently to call on him at his private residence, and present him with a tangible token of their goodwill in the form of an elaborate smoker's outfit, a "surprise packet," which the veteran conductor keenly appreciated. The presentation was an all-round tribute from the transportation branch to a good man who, as one put it, "always did his job, and never made a fuss."

There was a young girl in Vancouver  
Who captured a man by manoeuvre.  
She jumped on his knee  
With a chortle of glee,  
And no power on earth could remove her.

"And how is your poor husband, Mrs. Jones?"  
"He suffers something awful with his foot, sir,  
and I know what it's like, for I've had it in my eye."

Restaurant Manager (to orchestra conductor):  
"I wish you'd display a little more tact in choosing the music. We've got the National Association of Umbrella Manufacturers here this evening, and you've just played 'It Ain't Gonna Rain No More!'"

INCREASED  
EFFICIENCY  
AND  
LONGER  
LIFE

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**Reefer**  
- the Packing

"Reefer" gives long and efficient service and functions without attention.

Asbestos proofed cloth and anti-friction metal of Admiralty quality skilfully combined provide the maximum metal bearing surface to the rod with the minimum of friction without corresponding increase of weight.

SOLE DEPOTS:

**BELL'S ASBESTOS**

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## V.R. Football Association's Successful Year

**W**ITH the defeat of Jolimont by Melbourne Yard (minor premiers) in the grand final match at the Motordrome, a very successful first season of the newly-formed Victorian Railways Football Association has been concluded.

Out of the nine competing teams, the following played off in the semi-finals:—

Jolimont Yard (2nd) defeated Box Hill (4th). Heidelberg (3rd) defeated Melbourne Yard (minor premiers).

Heidelberg was eliminated in the final game (which was witnessed by the Chairman of Commis-

sioners throughout most of the last quarter, the Melbourne Yard team eventually ran out winners by three points.

Scores:—

Melbourne Yard—9 goals 10 behinds—64 points.

Jolimont—9 goals 7 behinds—61 points.

In a very even team, Melbourne Yard's most prominent men were Chamberlain, Williams, Mill, Patterson, McWhirter, Topp, Nicholson, Ryan, and Warren; while Jolimont received best service from



*A strenuous game was witnessed when Melbourne Yard defeated Jolimont at the Motordrome in the grand final match of the V.R. Football Association. Here are the two teams and some of the officials.*

sioners, Mr. Clapp), and Jolimont thus met the minor premier team in the grand final on September 29.

There was nothing noticeably gentle about the play in the deciding game. A strong wind blew right down the ground, and scoring see-sawed from quarter to quarter. Melbourne Yard led at the first change-over, but failed to score in the second term, and were two points behind at the interval. Jolimont battled hard to conserve their position, but the minor premiers attacked continually, and held the handy lead of 14 points at lemons. Defending

Morrison, Orr, Gallagher, Crichton, Wheelahan, Bannister, and Storer.

Interested spectators included Commissioner Mr. Molomby, Mr. J. S. Rees, Chief Clerk; Mr. A. Galbraith, General Secretary of the Institute; Mr. Reg. Hunt, Chairman of the League Umpire and Permit Committee; and Mr. J. Archer, President of the Richmond F.C.

The Commissioners' Cup will be presented to the Melbourne Yard team at a smoke night, which will be held early in November.

### INTERSTATE RAILWAY TENNIS.

#### "Blanch" Cup Competition.

**T**HE attention of tennis players throughout the Service is directed to the fact that the annual match against the New South Wales Railway Department will be played in Sydney about the end of February next.

It is proposed to commence the try-outs at an early date, and those desirous of being included in the team should submit their names to Mr. J. F. Hennessy, Room 98, Betterment Board, Railway Offices, Spencer Street, not later than November 15.

Contestants in the try-outs are required to pay an entrance fee of 10s.



*Senior Driver G. Hughes (on the left), and Driver W. Ryan, both of the Healesville loco staff.*

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themselves in  
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Address our nearest branch office and pave the way to operating economies.



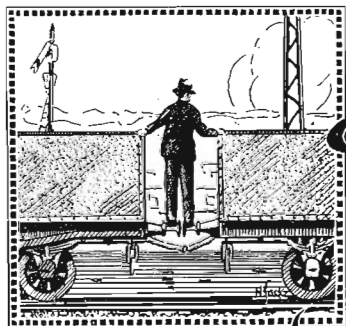
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"Cutting Production Costs"

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# Safety First

Notes  
for  
November

Don't be guilty of this dangerous practice of standing on the buffer rods.

Follow the safe way and stand on the buffer guides.

## NO ACCIDENT "DRIVE" AT THE NEWPORT WORKSHOPS REDUCES ACCIDENTS.

**T**HE result of the No Accident "drive" conducted at the Newport Workshops during September was very gratifying. Accidents were reduced from 66 in August to 44 in September, and there were four days free from accidents.

When it is taken into account that we are only just beginning our accident prevention work, this result may be regarded as very satisfactory.

Next month, No Accident "drives" will be conducted at the Jolimont Workshops and the Melbourne Goods Sheds, and the result is being looked forward to with confidence.

These No Accident "drives" are special efforts to reduce accidents at the different workshops and depots, but every railwayman should do his part to make every month a "No Accident" month at his shop or depot, no matter where he is located.

### OVERHANGING LOADS MUST BE WATCHED.

All those engaged in shunting operations would do well to keep their eyes open for overhanging loads on passing trains. A guard received injuries to his head and shoulder when something fell.

### SEE THAT YOUR PATHWAY IS CLEAR!

A laborer was wheeling a hand-truck containing headstocks when the wheel of the truck struck a side spring lying on the ground, causing one of the headstocks to fall on his foot.

### BETTER BE SURE THAN SORRY.

Burns to his thigh and leg were received by an employe engaged in washing out the boiler of an engine with hot water.

Being under the impression that all the water was out of the boiler, he pulled the plug out and was scalded with hot water which had remained, owing, it is stated, to a choked blow-off cock.

### MIND THOSE FALLING LUMPS OF COAL!

Be careful when near loaded coal trucks or engine tenders. It only takes a bump to cause lumps to fall, and coal is heavy and hard.

### A SIMPLE ACCIDENT WITH SERIOUS RESULTS.

A shunter, when applying the brake on a truck, stepped on a block of wood which rolled with him, causing him to fall and fracture his leg.

### JAMMED BETWEEN PLATFORM AND TRUCK.

Adjusting a brake on a truck, an employe was jammed between the vehicle and the platform. Never use the brake on the platform side when it can be avoided.

### HOOP IRON CUTS.

When loading or unloading goods, keep your eye on the cases bound with hoop iron. It cuts.



THE "RAILWAY" LEVER

30/-

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A necessity for Railmen. Correct Time and the "RAILWAY LEVER" will supply it—always. Fitted with a high grade 15-Jewelled lever movement, strong screw-back and front-nickelled case with a heavy crystal glass. Three years written guarantee. Our price 30/-. Post free

YOU will be satisfied and SAVE MONEY when purchasing from the D.S.J. Co.

WE import direct in large quantities and only goods of the highest standard of quality find a place in our carefully selected stocks.

In addition, we conduct business from 2nd floor showrooms, thus heavy shop rents, display costs and middlemen's profits are eliminated.

These savings combined enable us to sell at least 20% below any prices quoted elsewhere for the same article.

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Three Diamond Coronet Ring in 18ct. Gold and Pure Platinum £10; others, £5 to £50



Three Diamond Fancy Ring set in 18ct Gold and Pure Platinum £4 10 0; others £10 to 40



Four Diamond Coronet Ring set in 18 ct. Gold and Pure Plat. £17 10 0; others £20 to 50



Five Flawless Diamonds set in 18ct. Gold and Pure Plat. £25; others £5 to 60

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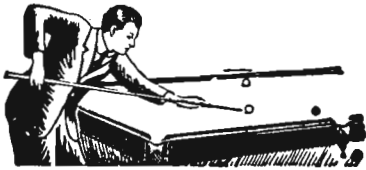


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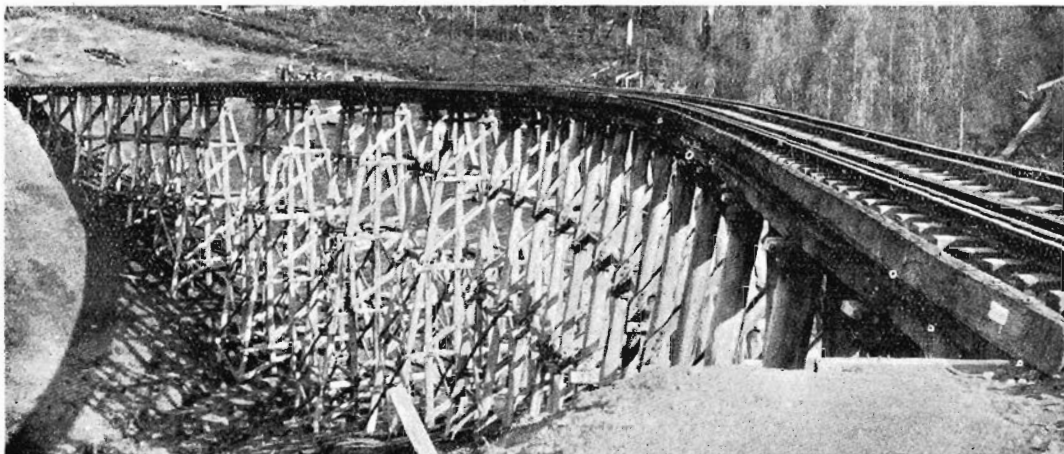
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### Victoria's Viaducts and Bridges (Continued from page 24)

Decay is the greatest enemy of timber structures. It may necessitate replacement of timbers within 3 or 4 years, or it may not seriously affect timbers for 50 years. A very considerable proportion of the timbers which were used in construction in the eighties are still in use and promise to give more service even now than some of the timbers used in recent years.

The basis of inspection is a careful and detailed examination of each member of each bridge by an engineer specially set apart to do this work. There are five Bridge Inspecting Engineers. Each has charge, under head office control. In a District Engineer's District their work is carried out systematically and in detail, with a gang of men furnished by the D.E. to erect scaffolding, transport plant, and render general assistance.

The work is so arranged that every bridge in each district will be examined in this exhaustive way at least every three years. Special circumstances sometimes render it necessary to make more frequent examination in particular cases. Sounding with hammer and boring are the usual modes of testing. As these men are wholly engaged in the work they become expert in knowing where to look for defects, and in detecting them. One of the long bridges will take weeks to do, while a small bridge may be gone over in an hour.

In the event of discovering of anything requiring urgent attention, the engineer has it done immediately by the gang which is assisting him in the inspection. The report of these men is sent to the District Engineer, with instructions from head office as to renewals that have to be carried out. This report serves as a guide to the D.E.'s in the ordinary inspections carried out by them in

the interim. A half-yearly report, supplementary to the Bridge Inspecting Engineer's report, is furnished by the District Engineer, based on examination made by the workmaster.

The examination is not so exhaustive, and depends largely on inspection and sounding. The report notifies any development that may have taken place since the examination by the Engineer, and if any action, other than that already provided for, is required, the further renewals are authorised. In addition to these regular inspections, the Works Foremen, of whom there are 6 or 8, under control of each District Engineer, and who supervises the carrying out of all the renewals and the work on bridges in the section under his control, is responsible for seeing that each of such bridges has a general inspection at least once a quarter; and in addition to this, there is the daily patrol of the track ganger.

Iron and steel bridges are subject to similar careful examination (but the procedure is reversed). The exhaustive examination is made by the Inspector of Ironwork and the Bridge Inspecting Engineer, District Officers making only a general inspection.

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**I**F you are not a regular subscriber to the Victorian Railways Magazine you can have it sent to you each month for 7s. (post paid). Communicate with the Editor, Institute Buildings, Flinders-street, Melb.

# Seven Reasons for Fuel Conservation

(By Mr. A. J. Paul, Secretary, Bendigo District Fuel Conservation Committee)

(1) It advertises our belief in democracy. All who attend the meetings are equal.

(2) It indicates that we are willing to do our part toward bringing about a realisation of the ideal of No. 1.

(3) It shows that our better self, in considering the little things which may either make or mar our service, is preparing for wider Railway knowledge.

(4) It illustrates that we desire to do well the things that we are qualified to do.

(5) It reveals the depth we are prepared to go to contribute to the betterment of the Service.

(6) It will accomplish the dignity of the commonplace, and thus lift positions supposed to be menial to their right place and standing, for common, ordinary duties make up the most valuable experiences in life.

(7) It will convince others we consider the Railways are a business concern, and that we are earnest in assisting to run the biggest and most important business in the State of Victoria.

Therefore, the Fuel Conservation Movement

is the organisation through which we can submit our suggestions for improvements which will attain the ends desired. The Fuel Conservation Movement is really ourselves, for if we hold high ideals so will we achieve that distinction.

The movement should not be judged or measured by the yard stick of outside criticism, and, although it may have fallen short of the ideal desired at the beginning, yet, because we are living in a democratic age, let us join the push ahead and see if we cannot accomplish something by the personal contact.

— ❖ —

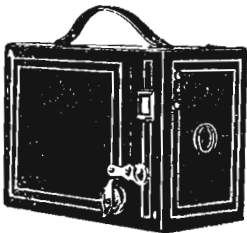
Slippery ice—very thin,  
Pretty girl—tumbled in,  
Saw a boy—on the bank,  
Gave a shriek—then she sank,  
Boy on bank—heard her shout,  
Jumped right in—helped her out,  
Now he's hers—very nice,  
But—she had—to break the ice.

# KODAK

Call and See these Low Priced Models

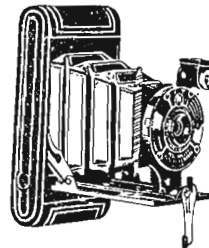
## A HAWK-EYE AND A NEW KODAK

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easy to operate—reliable picture makers  
—and are wonderful value.



### MODEL B—HAWK-EYE

Here is a real camera, making pictures  $2\frac{1}{4} \times 3\frac{1}{4}$  inches, at the low price of 10/6. It's the model B Hawk-Eye with tested lens, instantaneous shutter, and 2 view finders. A wonderful present for a youngster.



### MODEL B—V.P.K.

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## Lots of Replies in the Words Competitions

**D**EAR Nephews and Nieces.—Uncle Ben is pleased to tell you that he likes getting your letters. He regrets to learn that some of his young friends do not receive the Magazine in sufficient time to enable them to reply with their letters to him for inclusion in the next issue. He is to make enquiries and endeavour to get it despatched earlier, so that it is hoped it will always be in time.

**Lionel Cowley, Balmoral,** wins the word competition with 617 words, a very fine collection of simple, yet varied, words. Congratulations, Lionel. Your drawing of the kangaroo is good, but Uncle Ben would like to have seen the outline of your drawing more firm and clear. The shape is right, and otherwise well suggested.

**Mirie Russell, Ballarat East,** comes next with 390 useful words, neatly and clearly written. It was good of you, Mirie, to remember such a big list of words. Next month, you will try how many words you can form from the letters contained in the word **Railways**, won't you?

It is good news that you passed your examination. No doubt, you will also pass as easily the others that have yet to come. Thelma Gardener's letters will be interesting to you. Have you named the kittens?

**Margaret Calnin, Ballarat,** is third, with 330 good words. Never mind, Margaret, even if you haven't won you have done very well for one of your age. Uncle Ben is glad to hear that you go along so well at St. Joseph's—that you have passed your examinations, and are just now at the top of your class. No doubt you will be a good violiniste if you keep attending to your lessons as you are doing. It's the only way to succeed, Margaret.

**Frank Godfrey, Main-street, Lilydale.**—You are fourth, with 303 words. They are a good lot, too. Your drawing of the kangaroo is very good. You have improved, showing better form and stronger outline, than you did in former drawings. Care and practice will help you.

**Jimmy Reid, Yarram.**—Pleased to hear from you again: was beginning to think you had quite forgotten me. Yes, I should like to see that train of yours, Jimmy. The little picture of your motor car which we published was much admired.

It is hoped you may pass your coming examination. Uncle Ben somehow thinks you will do so. The news about your father, mother and her brothers and grandfather and great-grandfather having been railwaymen is very interesting. You have received hon. mention for the 156 words sent in. Your writing is very good.

**Linda Cook, Kerang.**—Pleased to hear from you, Linda. You are highly complimented upon the 126 good words you sent in for our competition. But what most pleases Uncle Ben is the very good drawing of the kangaroo. It is a great improvement on your former drawings. Your description of the fancy dresses that both yourself and partner are to wear at the ball is interesting. Uncle Ben would be glad if you should be awarded first prize.

Many thanks for your good wishes. They are heartily reciprocated.



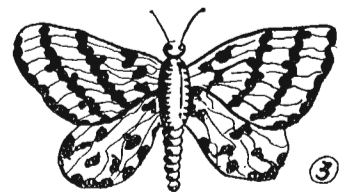
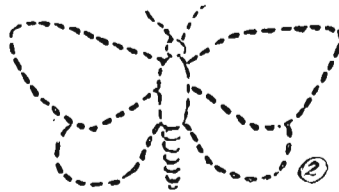
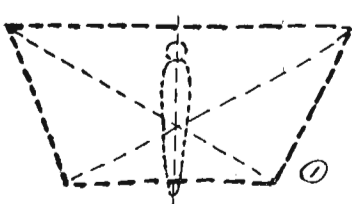
This is the sturdy five-months old son of Mr. H. Cruickshank, clerk in Room 2, Head Office. He won the special prize at a recent baby competition in Moonee Ponds. Naturally fed, his diet included plenty of fresh orange juice.

Send along photographs of your baby brothers and sisters for reproduction on your page.

**Evan Bryan, Gheringhap.**—You have received hon. mention for the 70 words you sent. Your drawing of the kangaroo is not without merit. Uncle Ben thinks you will soon be able to draw very well if you keep practising. He would like you to try to form as many words as you can think of from the letters contained in the word **Railways**—which word is chosen for the next month's competition.

### Word Competition for Next Month.

Uncle Ben would like each of his Nephews and Nieces to try how many different kinds of words they can form from the letters contained in the word **Railways**. The Nephew or Niece who sends in the largest number wins.



To draw these, follow the instructions published in former issues of the Magazine.

# Building Your Ideal Home

The advantages of owning a home which far outweighs its disadvantages, were pointed out in last month's article in the "Victorian Railways Magazine." This month the question of setting about its building is discussed.

**H**AVING purchased the home site, the next step is to select the plan of your future home. Assuming the allotment of land measures 50 feet by 140 feet, it is advisable to draw the outlines of the proposed building on a block plan of the land, having due regard for the building regulations and the aspect of the land.

With 50 feet frontage five feet should be allowed on one side and 10 feet on the other, thus leaving 35 feet for the frontage of the house. The general design of the rooms can now be filled in a space, say, 35 by 35 or 35 by 40. Draw an outline of these measurements and fill in the rooms accordingly. Having thus drawn a rough ground plan, get your builder or architect to give you an estimate of the cost and a sketch of the elevation. After arriving at the cost, your next step is to arrange the finance. This may be done through many different channels, such as

building companies, Savings Bank or building societies.

There is no doubt that a family which owns its own home takes a pride in it, maintains it better, gets more pleasure out of it, and has a more wholesome, healthful, and happier atmosphere in which to bring up children. The home-owner has a constructive aim in life. He works harder outside his home, he spends his leisure hours more profitably, and he and his family live a finer life and enjoy more of the comforts and cultivating influences of our modern civilisation. A husband and wife who own their own home are more apt to save. They have an interest in the advancement of a social system that permits the individual to store up the fruits of his labor. As direct taxpayers, they take a more active part in local government. Above all, the love of home is one of the finest instincts and the greatest inspirations of our people.

## Earlier Arrival of Sydney Limited

**O**N Monday, October 25, the new time schedule for the Sydney Limited came into operation. The train now arrives at Spencer-street at 12.30 p.m.—21 minutes earlier than under the old time-table.

The Railways Commissioners have, for some little time, been anxious to accelerate the running of the express to enable passengers to reach Melbourne at a more suitable time for luncheon.

A conference with the New South Wales authorities led to improved running of the train in that State.

This has been combined with the faster running in Victoria which is made possible by the introduction of the automatic staff exchange apparatus.

The introduction of automatic staff exchangers tends to economy in operation, as with accelerated running, heavier loads can be hauled without the provision of a second engine. Such exchangers made possible the acceleration of the passenger train running between Melbourne and Geelong known as "The Flier," which now covers the 45 miles between the two cities in one hour.

It is proposed to increase the area on which automatic staff exchangers will be in use, and consideration is now being given to their introduction on the Melbourne-Ballarat section of line. When this work is completed, it is anticipated that a reduction in the travelling time of The Overland will be made.



*Mr. John Hosken, who has been Traveling Stationmaster on the Forrest Line for the last seven years, retired from the Department on September 15, after 37 years' service. Before departing on final leave, his many friends gathered at Forrest to wish him future happiness. At the same time they presented him with a wallet of notes in token of their esteem.*



*J. J. Heuley, Guard of first electric train to Altona. Incidentally, too, Mr. Heuley was Guard of the first steam train to Altona years ago.*

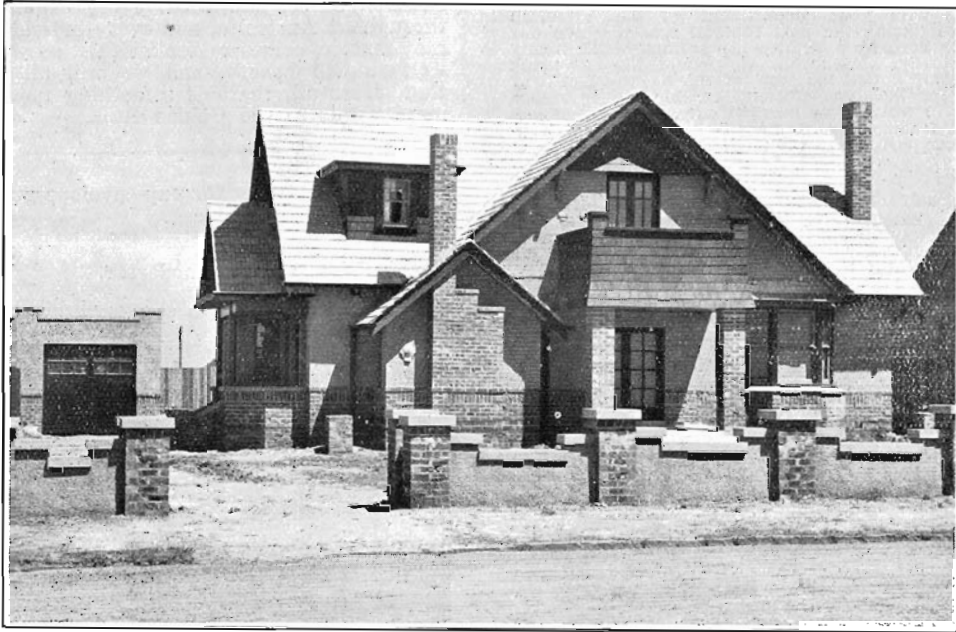


*C. Green, Motorman, who drove the first electric train to Altona. See account on another page.*

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## More Appreciation of Service

AT the conclusion of the Perth meeting of the Australasian Association for the Advancement of Science, a special vote of thanks was passed in recognition of the facilities granted by the Railway Departments of the various States in connection with the meeting. This vote of thanks has doubtless been already conveyed to you from headquarters in Sydney. On behalf of the Victorian delegates, about seventy in number, who attended the conference, I desire to express sincere appreciation of the unflinching courtesy and attention shown towards them by members of your central staff and of the Tourist Bureau. Mr. Reilly and Mr. Wright have given ready help in connection with the concessions granted to members. Mr. Boyce and his staff have treated all applicants for tickets and berths with an evident desire to assist in every possible way, which drew numerous favourable comments from our members. Had it not been for these courtesies, my own work would have been made much more arduous, and the conference in its social aspects would have not been such a success.—Mr. Ernest R. Pitt (Local Hon. Secretary for Victoria), writing to the Chairman of Commissioners.

AS secretary to the Heywood Football Club, I am expressing the unanimous voice of my Committee in conveying to you our appreciation of the entire satisfaction we have received in all our dealings with your Department of the Victorian Railways during the past football season. All our requests have been dealt with promptly and highly satisfactorily. As well, we would like to bring under your notice the staff of the Heywood railway station for the most efficient, capable and courteous manner in which they handled our special trains and football traffic.—Mr. S. Benalleck, Hon. Secy., Heywood F.C., writing to the Chief Time Tables Officer.

ON behalf of the Ballarat Poultry exhibitors at the recent Royal Show, I wish to thank the Railway officials for the prompt and careful transits of the poultry exhibits to and from the Show, and also to thank Mr. Dunstan, head clerk, goods shed, Ballarat, and Mr. Fitzpatrick, Live Stock Agent, Melbourne, for their kindness in attending to our inquiries. — Mr. S. Lukies, Ballarat Poultry Farm, 905 Skipton-street, Ballarat, writing to the Railway Commissioners.

### SMOKE SOCIAL FOR RAILWAY RETURNED SOLDIERS.

ON Tuesday, December 7, at 8 p.m., the Victorian Railways Sub-section of the Returned Soldiers and Sailors' Imperial League of Australia will hold a smoke social in the Cafe Royal, Flinders-street, opposite the Central Station.

A musical programme has been arranged, and an address will be delivered on "Permanency Act 3434." Tickets, at 3s. 6d. each, are obtainable from delegates at all depots, or from the Hon. Secretary, Mr. R. Wishart, Room 109, Railway Offices, Spencer-street.

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A Hearty Welcome awaits you at this

— HOME AWAY FROM HOME —

Tariff: 40/- to 45.- Weekly; 8 - to 9 - Daily

Write for full particulars to the Proprietor

## Service Salesmanship (Continued from p. 8)

incalculable benefit to both the farmer and the State.

One of the most effective means of disarming criticism is to answer quickly, not in an antagonistic way but rather with the object of explaining the reason why certain action has been taken, or if a mistake has been made by the admission of the mistake. This is our policy as part of the "service salesmanship" idea. Each railwayman now realises that this is an important factor in the production of satisfactory service. It is being continually brought to notice that the public judge the quality of the service by the individuals whom they meet on the railway system. Every man should realise that so far as the individual customer is concerned, the Department is represented by the employe with whom he has direct dealing.

"Service salesmanship" is based on sound common sense, and when every organisation throughout Australia, and every individual for that matter, comes to realise this, our general welfare will benefit, and we will all realise that, after all, there is something more than mere words in the Golden Rule.

The best fertiliser for pay-envelope growth—  
Diligent, intelligent work.

Eat, drink, and be—moderate.

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## Where to Spend a Holiday

# Healesville Has a Host of Attractions

Healesville is so conveniently situated that a most delightful holiday—even for a day only—may be spent there. Leaving Melbourne by the first train in the morning and returning by the last train at night, the tourist will have sufficient time at his disposal to see most of the beauty spots of this charming resort.

**H**EALESVILLE has long been popular as a holiday resort, possessing as it does excellent hotel accommodation, besides dozens of delightfully situated guest-houses, some in or near the town, others within a radius of ten miles, perched high on the ranges and commanding glorious views.

The trip entails a journey of about two hours by rail from Melbourne. Pleasant views from the carriage windows beguile the journey, and the train enters the township through a gap in an almost complete circle of surrounding hills.

Healesville would appeal alike to those who appreciate a quiet holiday and to those of a more active bent. The air is bracing, and within easy distance are charming river nooks and restful fern glades.

The Watts River watershed provides a happy hunting-ground for the walking tourist, while for those who are prepared to go further afield, the surrounding hills offer many attractions. Enthusiastic pedestrians can walk for miles along paths shaded by majestic trees and bordered by ferns. Good roads radiate in several directions, facilitating driving trips.

To the north, along Myers' Creek and passing pretty waterfalls, one road leads to Toolangi, a recognised tourist retreat on the range, which forms the watershed between the Yarra and Yea Rivers. Here, amid fern bowers, the Sylvia Falls and the winding pathways through the valleys, there is much to admire, while the easy ascent to Mt. St. Leonard (3300 feet) provides an excursion to high levels.

Motorists and picnic parties daily revel in the trip across the famous Blacks' Spur—one of the show places of the district. It is a well-graded highway, and incidentally serves many houses of tourist accommodation on the

far outskirts of the township. For impressive grandeur, few scenes equal those afforded on this trip. Fern gullies abound by the roadside, and at almost every turn glorious vistas present themselves through gaps in the thick timber and bush.

Blue, still, and silent, in a south-westerly direction, stands Ben Cairn (3400 feet), the road to which diverges from the main road to Launching Place at Pantons Gap, and then runs at a high level along the verge of the broad and deep Badger Valley. Sweeping round and rising by an easy grade, it proceeds along the western fact of Ben Cairn Range, whence it looks down into the valley of the Don River, bordered on both sides by cultivated fields. A climb of a hundred feet or so from the road will bring the tourist to the very peak of Ben Cairn.

The panorama from this bare granite rock will not soon be forgotten. Below lies the wide valley of the Yarra, with the townships of Warburton, Millgrove and West Warburton in the distance, while to the extreme left is Mt. Donna Buang.

The local Tourists' Association has erected boards on which are inscribed the names of the various beauty spots and places worth visiting.

Tourist tickets, covering first-class rail fare to Healesville, accommodation, and daily trips by car, can be obtained at the Government Tourist Bureau at any time except during a brief period at Christmas and Easter. Tickets are available for seven days and include visits to beauty spots such as "The Hermitage" on the Blacks' Spur road, Condon's Gully, and Malleson's Glen and Lookout.

The golf links, bowling greens, tennis courts and croquet lawns are centres of social life, and give ample scope for those who care for this form of exercise.

---

Nobody, says President Coolidge, is so poor that he cannot afford to be thrifty. Nobody is so rich that he does not need to be thrifty. The margin between success and failure, between a respectable place in life and oblivion, is very narrow; it is measured by a single word—thrift. The man who saves is the man who will win.

If we are ever to enjoy life, now is the time—not to-morrow, nor next year, nor in some future life after we have died. The best preparation for a better life next year is a full, complete, harmonious, joyous life this year. Our beliefs in a rich future life are of little importance unless we coin them into a rich present life. To-day should always be our most wonderful day.—Thomas Dreier.



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We cannot supply all the Ice Chests so we supply the Best.

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We also have a full range of chests suitable for boarding house, hotel or cafe and will be pleased to post price and illustration.



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(By Penelope)

## This Month's Talk is on "Friendship"

**W**HAT lonely souls we should be without friends. The very words "friend" and "friendship" seem to warm the heart.

When I commence thinking of the subject of friendship I inevitably recall Bacon's "Essay" on this subject, where he so aptly remarks that a friend doubles one's joys and halves one's sorrows.

What can be more delightful than to have one to whom you can speak on all subjects? And adversity would indeed be difficult to endure without someone who would sympathise and help you to bear it.

Now, the foundation of that steadfastness and constancy which we seek in friendship is sincerity, for nothing is steadfast which is insincere. A friend who is not constant and sincere is unworthy of the name. Between friend and friend there should be no hesitancy in expressing an opinion, even should that opinion be likely to cause momentary displeasure. The sincere and candid opinion of a true friend is to be valued far above the flattery of the many acquaintances who may be classed among our so-called friends.

### Friendship Must Be Durable

Sometimes a friendship is of so fragile a nature that a mere word or action may destroy it. Friendship must be more durable than this. A friend whom you have been gaining during your whole life you ought not to be displeased with in a moment. For a true friend advises justly, assists readily, takes all patiently, defends courageously and continues a friend unchangeably. After all, we are all so full of failings that it ill becomes any of us to condemn a friend who sometimes disappoints us.

Have you ever realised how often it is by trifles that character and disposition are revealed? But after all there is something in those trifles that friends bestow upon each other which is an unfailling indication of the place the giver holds in the affections, while all the protestations in the world would not win friendship or confidence in one who sets no value on such little things.

But not all that I can say or write of friendship can convey as much as the lines of Robert Browning—

What a thing friendship is—  
World without end!



Miss Dorothy Gladstone, Instructress in dancing, says she is greatly encouraged at the number of Institute members who are joining her class at the Central Institute.

Classes are held for the children of members, and private lessons are also given. Two Institute pupils were advanced enough to take part in a recent charity matinee at the Playhouse.

### Season of Dainty Frocks

**T**HOUGH the unobservant woman may declare that this season there is nothing new in the way of dress, one has only to look at a few year-old fashion books, or to try on last year's frock, to find what changes have taken place.

Indications are that this is going to be a season of dainty frocks.

All silks are most attractive. Even crepe de chine, which hitherto has been obtainable in only plain colors, is now printed in wonderful patterns. In fact, most silk materials are now showing in both plain and patterned varieties.

Bordered materials are definitely accepted and procurable at reasonable prices. Here is a good idea for making-up bordered material. Make the jumper only of the bordered fabric with the border round the hem, and the skirt of plain pleated material with just a hem of the border color.

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(A.F. 3 to 1, unshielded)

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Kellogg Loud Speak-  
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Beautiful tone—Come and hear them.

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## What the Institute Club is Doing

THE Victorian Railways Institute Wireless Club is now established on a firm footing. Since the last report of club doings in this magazine, two more lectures have been given by Mr. H. L. Byrne, on Fundamental Principles of Wireless, and Earths and Aerials. Mr. T. Ross has also given two most informative lectures on the Electron Theory.

On September 2 Mr. Greaves, Battery expert for the C.A.V. Battery Co., delivered a lecture on Accumulators, and a week later a most instructive talk on High Frequency Amplifiers was given by Mr. Steane, of the Radio Doctors and Supply Co., Melbourne.

The club is now affiliated with the Wireless Institute of Australia, and Messrs. A. Kissick, M.W.I.A., and H. L. Byrne have been elected as delegates to that body.

Construction of the low wave transmitting set is now well in hand, and by the time these notes appear the club hopes to be on the air.

Another feature of the club's activities is the transmitting and receiving class which is held in the club room from 7 to 8 p.m. every Thursday before the general meeting.

A large number of members are already taking advantage of this opportunity to become proficient in sending and receiving, with the view of securing their transmitting licences later.

The instructor will welcome new pupils. He points out that the sound-receiving of Morse sig-

nals on the buzzer is much easier learned than on a sounder. He expects pupils to become proficient in six to twelve months.

The club now has a membership of 70, and at the present weekly rate of new membership it is expected that the 200 mark will soon be reached. Membership is open to all members of the V.R. Institute. The annual subscription is 7/6, payable half-yearly. Apart from many other advantages, every member is entitled to a considerable discount on the purchase of radio accessories.

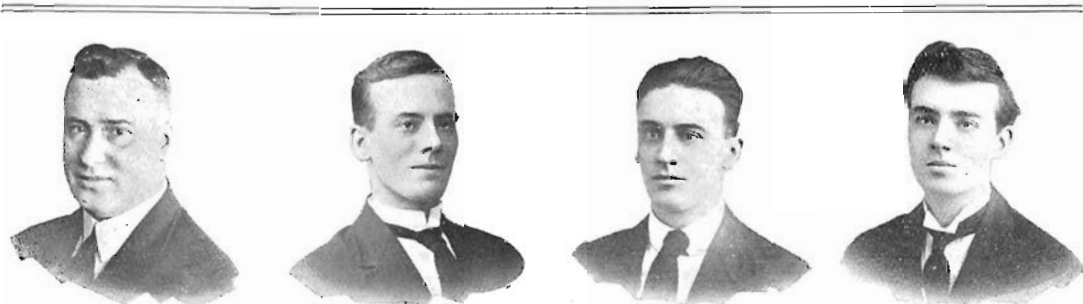
All lectures are printed, and each member receives a copy.

Country members are carefully catered for, and the Technical Committee invites all members of the Service to write and place their wireless troubles and difficulties before the Committee, who will cheerfully give advice and instruction.

Country Centres of the Institute are asked to advise the hon. secretary if they desire to form sub-branches of the club. The club will send some of its leading officers to start such sub-branches.

**Wireless to-day is becoming more and more necessary in every home. Railwaymen, join up to-day, or write and ask for full particulars, so that you can help us to help you.**

Remember, the club meets at 8 p.m. every Thursday evening at Classroom 7 of the Institute. Buzzer practice is held from 7 to 8 p.m. on these evenings.



The Madigan Brothers—each a Railwayman.—Left to right: Christopher, Engine Officer, Rolling Stock Branch; Thomas, Clerk, Accountancy Branch; Leo, Clerk, Accountancy Branch. William, Clerk in Rolling Stock Branch, at Present in America, seeking experience in Railroadling.

The railways of the British Isles may well claim to be the safest railways in the world. In 1925 there was one death only, and that one indirectly. This record, when some 1,700,000,000 passenger journeys are considered, is one of which the railway administrators of that country may well be proud.

Mr. W. Metcalf, Ganger, Malmsbury, with his staff—Repairers M. O'Sullivan, C. T. McIntosh, and J. W. King—are to be congratulated upon their fine feat in having been awarded first prize (£45) for best kept length (ballast bed), Northern Division.

### SHE HOPED FOR THE BEST.

Train Robber (holding up a Pullman car): Out with your dough. I'll kill all men without money, and kiss all women.

Elderly Gentleman: You shall not touch these ladies!

Old Maid in Upper Berth: You leave him alone; he's robbing this train!

They were sitting in the hammock.

"If I should kiss you, would you scream?" he asked cautiously.

"Well," she answered coyly, "if you did it properly, I don't see how I could."

## Radiograms from the V.R.I. Wireless Club

**M**R. TOM RAMSAY, of Signal and Telegraph Branch, is a most energetic worker in the interests of the V.R.I. Wireless Club, and the Club is naturally very pleased at his election as a Councillor of the Institute.

Mr. Commissioner Shannon has notified the Club of his intention to pay it a visit shortly. He is assured of a warm welcome.

Mr. Tom Ross, of the Outdoor Superintendent's Office, who is the Club's Hon. Assistant Secretary, will always give an attentive ear to Neutrodyne troubles. By the way, Mr. Ross, who is a talented stenographer, works very hard for the Club, and at every lecture may be seen busy with his shorthand note book. The lecture is afterwards printed by the V.R.I., and distributed to members.

Harry Lauder has nothing on Mr. G. May, the Hon. Treasurer, in gathering in the bawbees. He holds the record of relieving a new member of his half-yearly subscription (3/9) in even time.

Messrs E. G. Godfree and Melhuish, Engineers, of the Signal and Telegraph Branch, have kindly offered to assist members of the Club with their technical troubles, etc. Write to them.

Messrs. Petersen and Robinson both put in good work for the Club. The latter, who is S.M. at Springvale, certainly holds the record for enthusiasm as a wireless fan. He found that the close proximity of the high tension mains from Yallourn very badly affected the reception of his five-valve set, but, instead of giving it up as a bad job, got over the difficulty by moving to a house more satisfactorily situated from a wireless and geographical point of view.

Card passes are available for all members to attend Club meetings.

**I**T is with great pleasure and also an act of duty that I have to bring under your notice a most courteous and humane act on the part of Conductor Brittain whilst in charge of the train from Stawell to Melbourne on September 23. Returning from holiday-making at the Gramplians with my wife and little girl (five years old), we discovered our rugs had been left behind at the Bellfield Hotel. I mentioned the matter to Mr. Brittain, who remarked that my wife and child would be rather cold. On reaching Ballarat he sent to his own home for two rugs for our use.

While fully realising that an act such as this, especially to a complete stranger, is most certainly not part of your representative's duty, I feel that it should be a pleasure to the travelling public to bring under your notice an officer possessed of such courtesy and tact.—**Mr. J. S. Turnbull, Secretary, Victorian Wool Buyers' Association, writing to the Commissioners.**

The Parliamentary Railway Standing Committee considers that it not expedient to construct a railway at the present time from Hurstbridge to Mitton's Bridge. Various reasons are given in a report recently submitted to Parliament, among them being the great increase in that district of road motor competition, both private and public, since 1923; the increase in the estimated loss from £4000 to £6500 steam, or £8115 electric, and the inability of the Closer Settlement Board to settle on the Kinglake tablelands more than 60 settlers instead of 260 to 300 as originally proposed.

# Burgess Batteries



## This Radio Battery Has "Over Twice The Life"

**T**HE Burgess Radio "A" is exclusively a radio battery designed especially for service on the "A" or filament circuit of dry cell vacuum tubes.

In Radio service it has over twice the life of the ordinary No. 6 ignition battery . . . costs approximately the same . . . has a rapid recovery to high voltage after short periods of rest . . . practically no voltage is lost when not in use.

Replace your worn out "A" battery with a Burgess. Compare the service in your own set under any and all conditions. Then let your experience guide you in your future purchase of Radio "A," "B" and "C," batteries; there's a Burgess Battery for every radio purpose.

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If your Local Dealer cannot supply, write us, giving his name. We will fulfil your order, and we pay carriage

**DISTRIBUTORS:**

## New System Telephones

PTY. LTD.

25-27 QUEENS BRIDGE STREET,  
MELBOURNE.

*Beautification* (Continued from page 32)

writes:—"About 35 years ago, when Portland was only an overgrown village, a few enthusiasts who had met with success in cultivating roses in their own gardens, organised a society to foster and encourage rose culture. Their early efforts bore wonderful fruit, for the citizens, thus educated, planted roses which grew and thrived under the favorable conditions of soil and climate. About 15 years later a group of wide-awake business men realised that the rose, in addition to being an ornament, could be made to advertise the favorable climate and advantages of life in Portland and Oregon. The result of a well-directed effort in this direction has exceeded even their expectations. Portland has for many years been known as The Rose City, and is visited by tourists from every part of the world."

One of the very greatest assets any country can boast is a constant stream of tourists. They are generally men who have acquired wealth. They are out to see and learn, and fail not to spend to attain that object. Railways particularly benefit by their presence. What they take out of the country is infinitesimal in comparison to what they spend in it. If well satisfied with what we have to show them, they become the very best advertising medium the State can obtain, free of expense at that, by talking—as they are bound to do—of what they have seen and in advising friends and acquaintances whenever they travel to visit us.

Think what it would mean if, after describing the magnificent grandeur of our Buffalo, the unique formation of our Grampians, the

unequaled wealth of beautiful wildflowers, and the undoubted attractions of our many other beauty spots, such tourists could conclude with: "But you should see the railway stations! Each is a delightful rose garden in itself. And such roses!"

An ambitious idea admittedly. Yet to inaugurate and maintain the best railway service in the world savors of the ambitious. Yet that is our aim. To achieve either, or both, requires only persistent effort, unity of purpose and sympathetic guidance.

People residing in the country, especially in the irrigation districts, are now realising this and are crying out for information. I am assured of this by the increasing number of letters I receive asking advice. Even now the carriage of rose-plants must be a considerable source of revenue to the railways, as all rose nurserymen in their catalogues invite customers to name the nearest station for delivery. I know of one who distributes over 40,000 rose plants yearly, and it would be safe to say that 70 per cent. are carried by rail.

Our Better Farming Train is now a household word. Its work is second only in popularity to that of Mr. Clapp himself. We educate our farmers and country townspeople on a variety of subjects, and we, the farmers, business men, railroadmen—the State, in fact—eventually reap the benefit. The addition of rose culture to the syllabus would doubtless prove popular and certainly advantageous.

## AUSTRALIA

*Offers you endless opportunities, for there is health, wealth and content to be won in this great land.*

*But here, as elsewhere, success and fortune mainly follow wise planning and thrifty practice.*

*Let Australia's own Bank help you with both. Its officers are ready at all times to extend to you any assistance within their power, and the Bank's efficient service will be available to you in whatever district you make your home.*

*There is a Commonwealth Savings Bank Agency in every Post Office and full branches in the principal towns.*

# Commonwealth Bank of Australia.

(Guaranteed by the Commonwealth Government)

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PROCESS ENGRAVERS  
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LONSDALE ST MELBOURNE  
for  
Illustration Blocks  
of every description

Clean Cars are Essential

(Continued from page 2.)

floors, and sometimes his efforts are not very successful.

I have been asked how long it takes to clean a train. This is a difficult question to answer, as no two trains are alike. A dirty Football Special recently took me three hours of solid going, and I have had trains, each of which I could finish in an hour. It depends largely on the weather as well as what the train has been used for.

How do trains get so dirty? A 7-car 'Tail' train has seating accommodation for nearly 600 passengers, and during the peak periods travels a good many miles: it carries in that time many thousands of passengers, each one bringing a certain amount of dust and dirt.

**Geelong District Activities.**

**A** COMPARISON of the wheat traffic dealt with at the Port of Geelong for the years 1925 and 1926 is as follows:—

	Season to 8/10/25.	Season to 8/10/26.
No. of bags shipped . . . . .	4,028,546	1,429,256
No. of bags in stock . . . . .	104,541	5,851

During September this year, four boats discharged 20,160 tons of coal, compared with six boats, totalling 28,648 tons in 1925.

Wool arrivals to date this year have been slightly heavier. This year 12,154 bales have been received from country stations to October 8, compared with 10,737 bales for the same period last year.

Ballasting has now been completed on the Hamilton to Portland, and the Heywood to South Australian border lines, and the work of ballasting the Hamilton to Natimuk East line is being rapidly pushed forward, as is also that on the Cressy to Marconia, in readiness for the anticipated heavy wheat traffic.

Three miles of track have been relayed on the Colac to Beech Forest line.

An extra gang is now strengthening 15 miles of the Colac to Port Fairy track by means of additional sleepers, ballast, and so on.

**MIND YOUR FEET!**

Denouncing it as "an objectionable habit," the latest issue of the South African Railways and Harbors Magazine reports the case of a Transvaal man who was fined £2, with the alternative of seven days' imprisonment, for persistently ignoring requests to remove his feet from the seat cushions of a railway carriage.

Nobody likes to discover mud or oil stains on his or her clothes after sitting in a railway carriage, and that is why the Victorian Railways Commissioners framed a by-law some years ago, prohibiting this "objectionable habit," under pain of a £2 fine.

After all, a little consideration for others, especially in small things, makes not only the railways but the world run smoother.

So mind your feet!

Parson Johnson: De choir will now sing 'I'm Glad Salvation's Free' while Deacon Ketcham passes de hat. De congregation will please 'member, while salvation am free, we hab to pay de choir foh singing about it. All please contribute accordin' to yo' means an' not yo' meanness."



**KEEN VALUES IN QUALITY DIAMOND RINGS**

Keen Values for keen ring buyers!

See them at Newman's, the actual manufacturers on the premises, who sell "direct to the purchaser." If unable to call, order by post from these designs or write for Catalog.



9,271—18-ct. Gold, 3 Diamonds, £5 10s.



9,254—7 Diamo ds, Platinum Settings, £12 10s.



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9,283—18-ct. Gold, Platinum Settings, 13 Diamonds, £15



9,269—13 Diamonds, Platinum Settings, £17 10s.



9,342—18-ct. Gold, Platinum Settings, 13 Diamonds, £15



9,278—18 ct. Gold, Platinum Settings, 6 Diamonds, £27 10s.



9,376 Dainty diamond and Sapphire Ring. 18-ct. Gold and Platinum Settings, £27 10s.



(Regd.) Our only Address W.-McF.

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**HE DID IT.**

"What position did you hold in your last place?" asked the merchant.  
"I was a doer, sir."  
"A doer! What's that?"  
"Well, sir, you see when my employer wanted anything done, he would tell the cashier, the cashier would tell the bookkeeper, the bookkeeper would tell the clerk, and the clerk would tell me."  
"And what would happen then?"  
"Well, sir, as I hadn't any one to tell it to, I had to do it."

**FOR MEN ONLY.**

It's a wonderful thing for women  
The popular permanent wave.  
Now it's up to some struggling inventor  
To get out a permanent shave.

**CERTAINLY KILLED.**

She: Is that a popular song he is singing?  
He: It was before he began singing it.

**ONE WAY.**

Asked to pray for warm weather so that her grandma's rheumatism might pass away, a five-year-old girl knelt and said:  
"Oh Lord, please make it hot for grandma."

The only successful substitute for brains is silence.

**ASKING PLENTY.**

Bobby had been reading Treasure Island and other pirate stories, and his mother was quite surprised when he went to say his prayers to hear him say:  
"Give us this day our daily bread,  
Yo, ho! and a bottle of rum."

**LOST OR STRAYED.**

"Your ticket," said the conductor to the slightly befuddled passenger, "is for Brighton, and this train is on the Malvern line."  
"Goodn'ss grashush!" said the passenger, "dosh th' driver know he'sh on the wrong line?"

He: We are coming to a tunnel. Are you afraid?  
She: Not if you take that cigar out of your mouth.

Housewife: Why didn't you fix my electric door-bell, as you promised?  
Electrician: I went to your house, ma'am, and rang three times, and no one answered.

"Isn't it hard to keep household accounts properly?" wailed Mrs. Tompkins.  
"My dear, it's terrible," confided Mrs. Smithkins. "This month I had to put in four mistakes to make mine balance."

A colored school teacher is credited with the following: "The word 'pants' am an uncommon noun, because pants am singular at de top and plural at de bottom."

**SOME WALK!**

As the large ocean liner pulled into its berth an immigrant hung over the railing watching the scene before him. Some engineering operations on the adjoining wharf aroused his interest. The engineers had employed a diver, and, as the newcomer stood watching, the diver came to the surface.

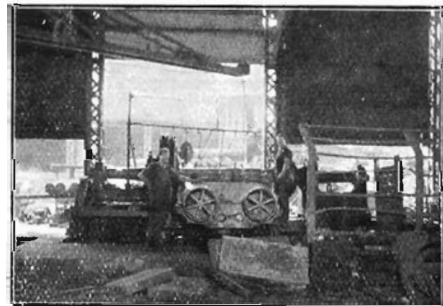
"Blimey," he said to a bystander, "if I had a suit like that I'd a' walked here, too."

Teacher (in grammar class): Willie, tell me what it is when I say I love, you love, he loves—'  
Willie: That's one of them triangles—where somebody gets shot.

Tourist: I'm almost certain I must have run across your face some time or other!  
Sour Tourist: No, sir; it's always been like this.

Teacher: I have went. That' wrong, isn't it?  
Pupil: Yes, ma'am.  
Teacher: Why is it wrong?  
Pupil: Because you ain't went yet.

"Hey, you!" yelled the traffic policeman at the amorous driver, "why don't you use both hands?"  
"I'm afraid to let go the steering wheel," grinned the irrepressible youth at the wheel.



Series No 3

**"Cutting ingots into cheeses"**

This Machine has 8 tools in front  
and 8 tools at rear, slicing the  
Ingots into sizes required

Watch this space for progress in  
our Manufacture of Railway Tyres

**Vickers Commonwealth Steel Products**  
WARATAH Limited N.S.W.



## Horticultural Notes for November

French Bean, Lima Bean, Wax Pod or Butter Bean; Beet, Red; Borecole; Brussels Sprout! Cabbage (Main Crop and late sorts); Carrot; Cauliflower (Extra Early Eclipse); Celery; Corn, Sweet or Table; Cress; Lettuce (Iceberg, New York, Neapolitan); Mushroom Spawn; Mustard; Okra or Gombo; Parsley; Peas (Yorkshire Hero, Stratagem); Radish; Spinach (Round and New Zealand); Swede (Laing's Garden); Turnip (Orange Jelly, White Stone, Early Milan); Vegetable Marrow.

### Flower Garden and Shrubbery

**C**ACTUS DAHLIAS or the peony flowered and Colarettes may be set out at intervals to provide blooms for cutting but those intended for show or late autumn blooming will give far better results if held over until the end of next month.

Should tubers be scarce, or if there is an insufficient number of a particular variety, wait until a few shoots appear and cut up accordingly; though with others merely wanted for filling purposes, they can be divided at any time so long as the heel of the stem is retained on the tuber.

**Dahlias** like a well-prepared bed in which they can develop steadily without a check. Furthermore, they need protection from red spider and should not be planted close by where other plants are likely to spread this pest. All through the season keep a close watch for this pest and get rid of it early, and a good part of the difficulty in raising satisfactory plants will have been overcome.

**Chrysanthemums.**—Where these have not been set out, they should be attended to early, for although September is the best month, these plants may yet be brought on to give highly satisfactory results. Shoots from established plants are growing nicely, and in many places are ready for topping and staking.

A moderately good loam suits the Chrysanthemum, and any extra attention to cultivation, and later on thinning of the beds, will well repay the trouble Sparrows continue to be as great a nuisance as ever before, and have caused much havoc among the Sweet Pea buds. They may also be expected to give attention to the Chrysanthemum tips, unless these are protected with a few lines of black cotton.

Any spaces may yet be filled with shrubs, and though the sun is warming up, watering at planting time and some little nursing will ensure planters against any serious losses.

Broadcast sowings which have been made will be all the better for a glance to make sure there is no overcrowding, and, where necessary, thin out so as to leave a few inches between the plants according to their habit of growth.

Seeds and seedlings of many annuals may continue to go out, among which are sowings of intermediate Stocks, Balsam, Zinnia, Celosia, etc.

Though not altogether a seasonable matter to refer to, it is worth making mention of one of the many

spring displays which have come under observation. The bed consisted of Lachenalia, with occasional small clumps of Hyacinths dotted in here and there, and made a truly magnificent show. Those who care to follow it should bear the combination in mind for late March or April setting out.

### Vegetable Garden

**Marrows, Pumpkins, Squash, Cucumbers,** and the like should all be liberally sown this month, and if there is some well decayed manure to dig in before the seeds are set out, the vines will later take full advantage of the feeding ground. Two or three seeds may go in a few inches apart and a space of three or four feet allowed to separate the next batch. As germination takes place, those not wanted may be pulled up, and the others allowed more scope.

There is no occasion to trouble about the preparation of small mounds of solid manure; far better distribute it well and evenly, and good results will follow.

If Beetroot has not already been sown, some seed may still be put in; but avoid being over free with the seed, and this will save an amount of thinning.

**Carrots and Onions,** the latter if required to form fair-sized bulbs for pickling, will require to be thinned out. Any work of this kind which has to be done should be performed in the cool of the evening, and the rows should afterwards be watered to set the soil firmly about the plants which remain.

**Lettuces, Cress and Mustard** will frequently be in demand for salads for the next three or four months, and frequent sowings, sufficient to keep up the household supply, should receive attention.

**Peas** will still be wanted, even though when they are ready spring lamb must be accepted in the spirit in which it is supplied. This vegetable is too delicious a one to be neglected while there is opportunity for obtaining it. All main crop varieties may be sown, and if steady growth is maintained, the more succulent will be the dishes obtained.

**Brussels Sprouts** require to be well spaced so as to be brought to perfection, and at the same time as these are put in the seed beds some Cabbages should go in to make provision for autumn and winter supplies.

**Celery** may be sown largely, and the same applies to turnips. They will come in conveniently as fillers for crops which are being taken from the ground.

**Tomatoes** now require to be gone over at intervals, and the growths nipped out, or ties made to secure the plants from damage. Water given at frequent intervals may be necessary to ensure a continuance of growth, but nitrogenous liquid manure should be avoided or rank growth may be obtained at the expense of the crop.

Cultivate frequently, and so keep down the water bills, and after watering, lightly disturb the surface soil. Vegetables need to be kept growing, and this is the surest means of attaining that end

The staff at Benalla has been alert in attending to ticket collection. The following table shows fine results:—

Period.	Issued.	Missing.	Percentage.
1926.			
July .. . . .	2,153	8	.37
April .. . . .	2,573	11	.42
January .. . . .	2,325	11	.47
1925.			
October .. . . .	2,955	13	.57
July .. . . .	2,182	7	.32
April .. . . .	2,748	17	.61
January .. . . .	2,540	10	.39
1924.			
October .. . . .	2,400	11	.45
July .. . . .	1,999	4	.2
April .. . . .	3,133	30	.9
Total .. . . .	24,308	112	.46

### RAILWAYMEN ORGANISE CHARITY BALL.

Promoted and organised by the railway employes, a benefit ball held at Shepparton recently, netted £65 for the Mooroopna Hospital.

Total receipts were £70/13/10, and expenses only £5/13/10.

— \* —

“Why all the noise about dangerous motor cars?” asks one editor. “Overfeeding kills more people than overspeeding.” This creates a new trinity of fate—the butcher, the baker, the accident maker.

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VICTORIAN RAILWAYS

## Tourists Mean Revenue

**O**THER countries have long since recognised the tourist as an asset, not merely because he spends money on sight-seeing and accommodation, but because he helps to increase rail traffic. We should do all we can to help him in Victoria, and encourage him to come in his thousands.

Our Tourist Season opened on October 1. From then until April 30th, 1927, tickets at excursion rates are available for the many beautiful mountain, lake and seaside resorts in this State. Railwaymen should make a special point of bringing these concessions under the notice of both our regular and potential customers.

**THE TOURIST TRAFFIC IS WORTH GETTING. BUT WE MUST GO OUT AFTER IT. WE MUST ADVERTISE. MUCH IS BEING DONE IN THIS DIRECTION, BUT IF WE ARE ASSURED OF THE PERSONAL CO-OPERATION OF EVERY RAILWAYMAN IN MAKING KNOWN OUR TOURIST RESORTS AND THE FACILITIES FOR GETTING TO THEM. OUR ADVERTISING FORCE WILL BE CONSIDERABLY STRENGTHENED.**

Co-operation means a judicious word here, a tactful suggestion there, a pamphlet or booklet in the right quarter. It means attention to the comfort of customers travelling to and from resorts. It means courtesy, and efficient service.

---

CONSTRUCTIVE CRITICISM AND SUGGESTIONS ARE INVITED

---

# THE VICTORIAN RAILWAYS MAGAZINE



DECEMBER 1926

VOL. 3  
No 12



ANGUS  
MAC



## The Badge of Service

---

**N**OT the least of the problems, confronting the Railways Commissioners throughout the Commonwealth, is that which arises from the demand for better transport facilities for "The Great Outback." People in Country districts, not connected by Rail, are crying out for railway lines to carry their products to the Seaboard—many of these lines, if constructed, would be "non-paying" for many years.

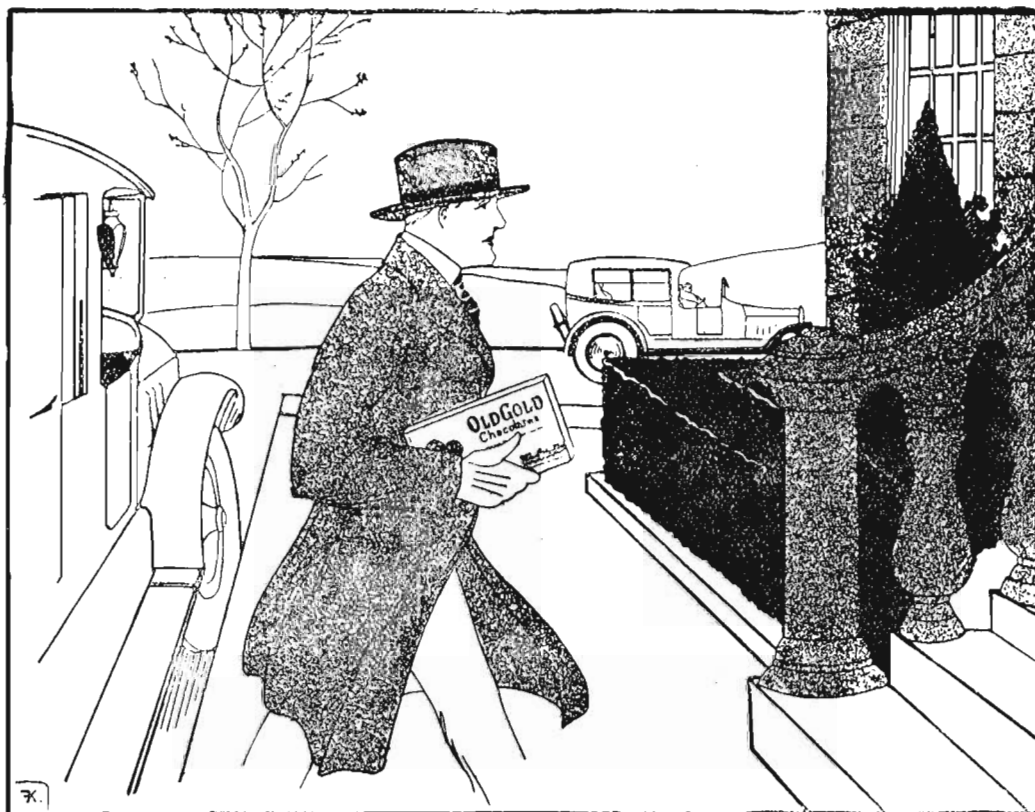
MOTOR TRANSPORT, organised as an adjunct to the Railways, will alleviate these troubles, where, from economic or other reasons, the construction of Railways is not practicable.

Where these problems occur, we should be able to help and advise. All that the **A.E.C.** stands for is made available readily to those who may require assistance.

---

**Associated Equipment Co. (Aust.) Pty. Ltd.**

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## THREE NEW LINES

*MacRobertson*

“GARLAND” Chocolates in  $\frac{1}{2}$ -lb. and 1-lb. Boxes and Tins.  
The last word in Chocolate  
assortment. Packed in the most artistic box yet produced, and wrapped in  
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### 1/- Scorched Almonds

This popular line packed in  
dainty Cartons.

### 1/- Marzipan Fruits

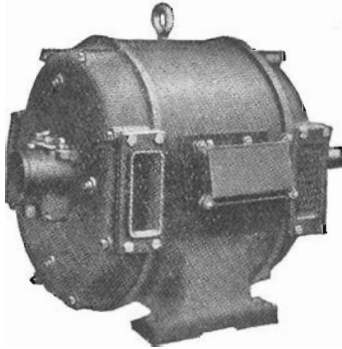
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Sure to be popular.

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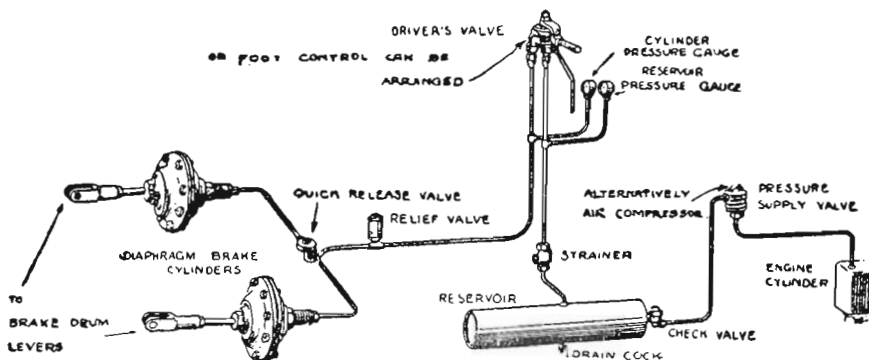


Diagram showing simplicity of system as used for any type of road vehicle without trailer.

These brakes ensure:—Maximum braking power, freedom from skidding, shorter stopping distance, easier control, greater safety through the elimination of manual effort, etc. In making enquiries, state maker's name of vehicle, model, type, etc.

Victorian Office, THE WESTINGHOUSE BRAKE CO. OF AUSTRALASIA LTD.  
99 QUEEN ST., MELBOURNE. CONCORD W., N.S.W.

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# The Victorian Railways Magazine

ISSUED UNDER THE AUSPICES OF THE VICTORIAN RAILWAYS INSTITUTE.

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## PRINCIPAL CONTENTS FOR DECEMBER

	PAGE
HOW THE RAILWAYS SERVE YOUR CHRISTMAS TABLE .. .. . By Richard Hughes	5
BALLARAT WINS THE STATE RAILWAY AMBULANCE CHAMPIONSHIP .. .. .	7
EMPIRE PARLIAMENTARY PERSONALITIES .. .. .	8
Thumbnail sketches of the visiting delegates.	
"KEEP THE WHEAT TRUCKS MOVING!" .. .. .	11
Commissioner Mr. T. B. Molomby speaks on a railway topic of paramount importance.	
THE PROBLEM OF NON-PAYING LINES .. .. . By T. F. Brennan	12
The Chief Accountant continues his series of talks on railway finance.	
CUP RAIL TRAFFIC WAS A RECORD FOR SIX YEARS .. .. .	13
BEAUTIFICATION AS A HOBBY .. .. . By R. G. Elliott	16
RAILWAY WHEELS—HOW THEY ARE MADE .. .. .	23
Some interesting aspects of a Newport activity which is seldom heard of.	
THE STORY OF A BALE OF WOOL .. .. . By Richard Hughes	24
Read what happened to the man who dreamt he was one.	
WHAT WONTHAGGI MEANS TO VICTORIA .. .. .	26
The potentialities of Victoria's great coalfield are discussed.	
WHAT CHRISTMAS MEANS TO ME .. .. . 34 and	35
Representative railwaymen anticipate the arrival of the holiday season.	
MARS—OUR NEAR NEIGHBOUR .. .. . by J. D. Michie	38
The President of the Astronomical Society of Victoria explains some of the wonders of the Red Planet.	
"ANGUS MAC" SPENDS HALF-AN-HOUR WITH THE SPENCER-STREET STATION STAFF	43
RAILWAYMEN OF THE MONTH .. .. . Personalities of the service	46
THE USUAL BUDGET OF REGULAR FEATURES — SAFETY FIRST, WOMEN'S PAGE, RAILWAYMEN IN SPORT, CHILDREN'S PAGE, PERSONALITIES, BOOK REVIEWS, HORTICULTURAL NOTES, INSTITUTE DOINGS, WIRELESS NOTES, WHERE TO GO AND HOME BUILDING.	

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## TOPICS OF THE MONTH



### Be Generous !

**DO UNTO OTHERS.** How often do we quote the phrase unthinkingly, with but imperfect realisation of the cardinal fact that he who would have friends must himself show friendliness and generosity.

The churl has no friends; the generous, open-hearted man a thousand. A free-handed man is likely, sooner or later, to be full-handed. Thrift is a commendable virtue which sane people should practise, but mean ways never lead to great ends.

The years are racing on, but always by the winding track of life we find many milestones that cause us to pause and think awhile. Christmas, perhaps, is one of the most arresting. Its gaiety and elation pass, and leave us to ponder, to take stock of ourselves. Do we really feel that goodwill impulse we talk about? Isn't there room for improvement in our relations with our fellows? Is our soul-waggon hitched to the star of service?

Let us see to it that the season of goodwill revives in us that ideal of service and generosity to mankind that characterised the origin of Christmas. Let us see to it that our Merry Christmas comes from within rather than from without. Let us see to it that we remember the other fellow first.

### 'Ware the Praise of Success !

**WHEN** opinions of such weight as those of members of the Empire Parliamentary Delegates are given—as they have been given—to the effect that “we have experienced no better railway service than Victoria's,” we may be excused the impulse to go out and buy ourselves outsize hats—as long as it remains an impulse unfulfilled. Verily, we have given the Empire Parliamentarians of our best, and properly we take pride therein, but don't let's stop to crow about it! And buying hats takes time—time better spent in still further improving the service we are proud of. Success is a dangerous thing when it makes a man rest on his oars and ponder on what a fine fellow he is. Its value lies only in the incentive to higher peaks of achievement.

# Railwaymen Serve Your Xmas Table

(By Richard Hughes.)

*Huge helpings of poultry and roast pork, steaming plum pudding and tasty mince pies—no matter how vehemently critics may protest against the utter unsuitability of an English Christmas dinner for an Australian climate, all these solid delicacies are shortly to make an appetising (if somewhat indigestible) appearance before thousands of Melbourne Christmas diners. Very few of those diners, however, will give a thought to the silent service of the railroad which brought that Christmas fare to their kitchen, or to the efforts of the army of railwaymen who may be said to have waited on their table.*

**N**OW restrain yourself for a little while! Resist the lure of that tender, juicy breast of turkey! Avert your eyes resolutely from those flaky browned potatoes! Hold yourself aloof from the enticing odor of that generous slice of pork! Keep your fork away from that heap of green peas!

Very good. Now just reflect for a moment on the formidable distances which separate the source of supply of all those comestibles from the plate in front of you.

The turkey doubtless came from one of the poultry farms in warm Northern Victoria. The pig, which nobly sacrificed itself so that that slice of pork could improve the flavor of your turkey, was very likely rooting happily around a trough in the Western District a few weeks ago.

Gippsland, Koroit, Warrnambool, Bungaree, Daylesford or Lancefield—any one of these places may have been the birthplace of your crisp roasted potatoes. The green peas have a similar wide range of locality from which to select their particular home town—Redcliffs or Wandin, Drysdale or Mt. Evelyn, Dean Marsh or Bairnsdale.

There you have the four points of the compass, and the points as far as this State is concerned couldn't be much further away from Melbourne. It is immaterial, however, whether the produce converged on the city from the north, the south, the east or the west, or whether it was poultry, pork or vegetables. In every case the same efficient mode of transport was available. The consignment was received at a railway station, it was loaded into a truck or van, and its safe and speedy conveyance passed into the hands of a long line of railwaymen, most of whom you have never seen and probably never will see.

Some of them cast supervising glances from beneath stationmaster's caps, some brandished oilcans, some plied pick and shovel to ensure safe running for the truck which carried your Christmas fare, some shovelled coal into roaring furnaces, some opened gates, some trundled hand trucks, some waved green flags, some strained with shining levers, some scribbled figures on waybills, one unobtrusive individual away up on the top floor of the Head Office was in telephonic communication with all the stations which your truck passed and carefully recorded its progress on a graph.

Every individual member of this army of railwaymen, therefore, was directly concerned in the transport of your Christmas dinner. Each had his own particular part to play,

each his own special job to perform. Combined, their varied activities set in motion and maintained in operation a huge system of transportation which brought the ingredients for your Christmas dinner to your table.

And not only your Christmas dinner, but the Christmas dinner of thousands of others as well. From all parts of the State, tons and tons of poultry and meat and vegetables have been arriving in Melbourne by rail every week. Twenty tons of poultry, 60 tons of pork and veal, 50 tons of bacon, 200 tons of beans, 30,000 bags of potatoes and onions—all these represent portion of the traffic which is carried by the railways weekly at Christmas time.

The materials for your plum pudding and mince pies also made a quick trip to the city in a railway truck. Thousands of bags of flour came from Nhill, Warracknabeal and other mills in the Western District. Raisins and sultanas by the hundredweight were despatched from Mildura, Shepparton, Mooropna, Nyah, Woorinen and the surrounding country.

The almonds and nuts were most likely consigned from stations on the Orbost, Beechworth and Cudgewa lines. The lemons, which were destined to provide the very necessary lemon peel for the pudding, hailed from the Mildura district. Sugar was railed in large quantity from Yarraville to every corner of Victoria, and locally grown beet sugar was distributed from Maffra to the Gippslanders.

Your wine, if it is Victorian, came by rail from Great Western, Rutherglen or Wahgunyah. Even if it is not Victorian, it must have been brought by the railways from the border to the city.

And, apart altogether from this produce which is handled in bulk, the railways will be looking after hundreds and hundreds of small personal consignments of Christmas fare. The fat goose which comes to the suburban mother from her married daughter in the country, the jar of nice fresh cream from Aunt Maud, the half-case of hastily picked apricots (" . . . but I don't think it would be wise to let dear Bertie have many, as they are just a little bit hard at present")—all these valuable and important parcels, which are going to make so many happier Christmases, are dependent upon the railroad for transport to their destination.

In fact, there seems to be only one adjunct to the Christmas table which the railways won't carry. That is the ubiquitous three-penny-bit in the plum pudding.

## Victoria Makes a New Friend



Miss Roche. Inset: At the Chalet, Mt. Buffalo, National Park.

A recent visitor to Victoria was Miss Violet A. Roche, Publicity Officer of the Hotel Australia, Sydney, and Editress of the high-class quarterly journal published by that Hotel. Miss Roche, who had not previously had an opportunity of seeing and appreciating our State's rich productivity and its dower of Nature's scenic gifts, has gone back to Sydney an ambassador for Victoria where tourists are concerned.

**S**ELDOM has Victoria had the pleasure of receiving so animated and enthusiastic a visitor as Miss Roche, who came to our State on the suggestion of Mr. Harold W. Clapp in order that she might be in a position to acquaint overseas visitors to Sydney with the scenic attractions of Victoria.

Miss Roche arrived from Sydney via the Prince's Highway, which leads through great forests, near golden beaches and snug sheltered bays. Our visitor was shown the peaceful beauty of the Gippsland Lakes, the great industrial undertaking of the Electricity Commissioners at Yallourn, the scenic wonderland at Mt. Buffalo National Park, the glorious Grampians, lovely Lorne and many other places, all of which were found to be intensely interesting. On the way to Sydney Miss Roche travelled on the "Better Farming" Train, and saw the demonstrations at Kilmore.

Miss Roche was also invited to visit South Australia by the Railway Commissioners of that State, and subsequently, accompanied by

Mr. C. H. Holmes, Chairman, Betterment and Publicity Board, and Mrs. Holmes, travelled by aeroplane over the Mt. Lofty Ranges and the rich irrigation settlement along the Murray to Mildura.

Miss Roche is a great "booster" for Australia, and in addition to having a remarkably broad outlook on tourist questions generally, evinces a keen interest in land settlement questions, and in particular, what Victoria is doing for the overseas settler.

With our glorious scenic beauties by mountain, river and sea, and delightful temperatures, we are naturally proud of our land, and it was indeed a pleasure to show such an appreciative visitor as Miss Roche over various portions of the State.

We feel that in Miss Roche we have someone to share in our pride, and who will extol our tourist attractions. We are indeed sorry to lose the company of so charming and interesting a visitor, and trust that she will cherish happy memories of her tour while in Victoria.

# Ballarat Wins State Railway Ambulance Championship

Ballarat railwaymen registered three fine victories at the recent Victorian Ambulance Competitions, which were decided at Lilydale on October 28. The Ballarat team won the Senior Corps event and the prize for the best improvised stretcher, and the team's Superintendent, Mr. F. E. Overall, secured the highest number of points in the Senior Individual event.



FIRST AID.—The Competitions at Lilydale in Full Swing. The "patient" is being placed on an improvised stretcher. The work generally was commended by the judges, Drs. W. Sloss, F. E. McAree and F. M. Read.

COMMISSIONER MR. T. B. MOLOMBY presided at the dinner held in the Railway Refreshment Rooms, Spencer Street, in the evening and handed over the medals and challenge shield to the successful competitors.

"I feel that there is scarcely any need for me to speak of the keen interest which the Commissioners have always taken in ambulance work," said Mr. Molomby. "Every railwayman should endeavor to qualify in first aid. To my mind, it would not be unwise to insist on a knowledge of first aid treatment and ambulance work as a necessary qualification for advancement in the Service."

Referring to the result of the competitions, the Commissioner said that the performances of the country representatives were especially gratifying. The fewer opportunities for practice and instruction available for country district railwaymen made their successes all the more meritorious.

"I congratulate Ballarat," Mr. Molomby concluded, "and I hope I will be able to congratulate them on yet another victory when they return from Sydney after representing Victoria in the interstate railway competitions."

In responding to the toast of the adjudicators (Drs. McAree, Sloss and Reid), Dr. Sloss prefaced his remarks with a sincere tribute to the memory of the late Major-General Sir Charles Ryan, who occupied the position of Victorian Railways Medical Officer for 30

years. Sir Charles's cheery personality was as much missed as his very pertinent—if not always orthodox—criticism of the work at the competitions.

Dr. Sloss then briefly reviewed the general standard of the work in this year's competitions. The improvised work was excellent. No team, to his mind, could beat Victorian railwaymen in that direction. That applied especially to stretcher improvising. The stretchers which were improvised by the competing teams this year were absolutely the best he had ever seen in any competition.

"Don't be too slow, though, in transporting your patient," Dr. Sloss warned the listening teams. "It's all right to be careful of the man, but I would like you to remember that it's much better to deal quickly with a patient and have him live than to handle him with extraordinary tenderness and slowness—and then deliver a corpse to the surgeon."

More attention, the doctor considered, could have been given to the elementary aspects of



THE WINNERS.—Ballarat No. 2 Corps, which scored the highest points both in the Senior Corps Event and for the Best Improvised Stretcher. Back Row (left to right): W. Dunn (patient), J. O'Connor, W. Holliok. Front: F. E. Overall (Supt.), E. Campi. Mr. Overall secured first places for the Champion and Senior Individual Events.

(Continued on page 62)

# Empire Parliamentary Personalities



*Empire Resonians.*

VIVID contrasts characterised the personnel of this interesting Delegation. It was a far cry from the Marquis of Salisbury, with his long line of statesmen forbears, to Mr. James Stewart, M.P., who was formerly a Glasgow barber, and who preferred the word Commonwealth to Empire. Between these two came a new type of labour leader, the Right Honorable Arthur Henderson, who might be styled a "Labor Aristocrat." If he has any sons it would be an accepted fact that they would be educated at Oxford or Cambridge. Mr. Henderson was affectionately referred to by his labor colleagues as "Uncle Arthur."

Widely divergent in their political beliefs, their temperaments and their tastes, it is remarkable how united the members of the Delegation were in their allegiance to Empire. Possibly if you asked any of these gentlemen to define the bond that holds them they would be unable to reply. But you would readily realise how potent is that intangible "something" that holds Britons together had you heard Col. Pretorius, of South Africa, speak at the Hershams High School. This gallant soldier and gentleman fought with the Boers against the British, and yet in halting English he extolled the greatness of Empire, and pledged the fealty of South Africa to the British flag.

## The Only Lady Member.

Mrs. Tawse Jollie, the only lady member of the party, was a most eloquent and interesting speaker, and, if typical of Southern Rhodesia, that country must be very English. Mrs. Jollie looks on the world with eyes that are almost severe, but when she smiles she makes many friends.

One of the most likeable members of the party was Lt.-Col. Angus McDonnell, a hale and hearty Scot, whose ever ready smile was a real tonic. Sir Frank Nelson, who had travelled far and wide, was such another. On an Australian station he chanced to remark to one of his friends that the horse he had been given to ride was without "pep." The station owner chanced to hear. Next day Sir Frank was given a fresh horse. Pep? They had to put a bag over its head to saddle it! After a strenuous half hour's hurricane buck-jumping the Englishman won!

Closely associated with the Marquess of

Empire Parliamentarians have come and gone. They—and they hasten to acknowledge it—are the richer by a new experience. They have seen at first hand something of the illimitable resources of Australia and have forged even closer the ties of Empire. From their visit we too have been unable to appreciate more clearly just what the cohesion of Empire means.

Salisbury were the Rt. Hon. Sir Evelyn Cecil, G.B.E., M.P., and the Rt. Hon. J. I. Macpherson, P.C., K.C., M.P. These quiet, dignified men were keen observers of everything. Sir Evelyn, who is particularly interested in immigration, appeals to one as a student of affairs.

Shanmukham Chetty, M.L.A., the representative from India, was educated at Cambridge—there is no need to mention that he speaks excellent English. He always prefaced his conversation with a smile, and with his politics, I should say, Shanmukham Chetty mixes much humor.

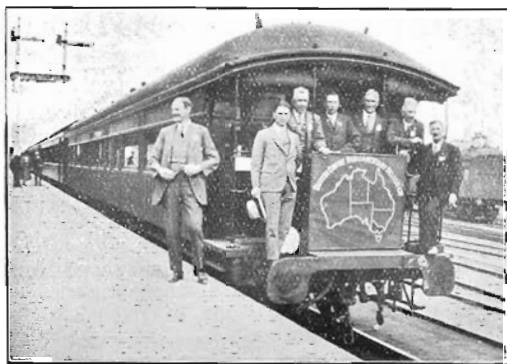
Our farmers were particularly delighted with the Rt. Hon. Sir Thomas W. Smartt, K.C.M.G., P.C., M.P., of South Africa. Sir Thomas is apparently a farmer Parliamentarian. He is a great enthusiast of our pure bred stock, and it was a revelation to him to see the Wimmera nine-horse teams stepping out like ballet girls at four miles an hour, and driven by one man. "Why do we not do the same in South Africa?" he inquired of his colleagues.

Our Reso. train both pleased and surprised the Delegation. They had not thought that anything like it existed. When they saw how luxurious everything was, and we had told them there were four hot and cold showers available, one member jocularly enquired where the swimming pool was. Another declared that the train and its organisation were nothing short of magnificent. Another said: "We have seen nothing to equal it."

We are glad to hear these comments, which serve as an inspiration to even better service, and it is interesting to hear how travellers compare our services with those in existence in the world beyond our shores.—C.H.H.

**DO YOU WANT TO WIN A  
£5 PRIZE?**

**Watch for Particulars of Our  
Essay Competition in the  
January Issue of the V.R.  
Magazine.**



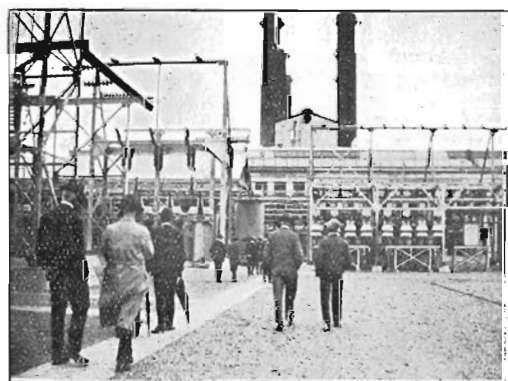
At Stawell. A group of Delegates on the Commission's Inspection Car, which was always included in the Reso Train. "We have never travelled in a more comfortable train," was the verdict on all sides.



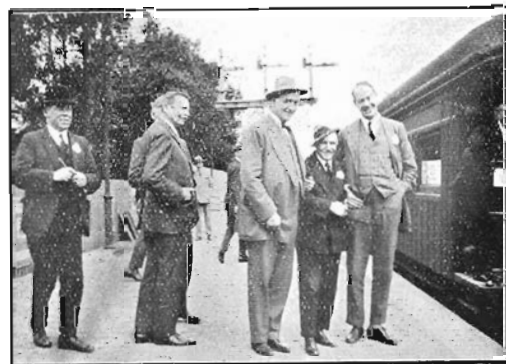
At Red Rock, Colac. Mr. Arthur Henderson, the well-known British Labor leader, is second from the right, facing the camera.



Left: Messrs. M. J. Savage, J. S. Dickson, Hon. John Barr and W. A. Veitch, of New Zealand. Right: Messrs. Shanmuckhan Chetty and Sir Darcy Lindsay, of the Indian Legislature.



Delegates were amazed at the Electricity Commission's huge undertaking at Yallourn. Members are here seen walking towards the Power House.



In Lighter Mood—Mr. J. S. Dickson (N.Z.), Sir Thomas Smartt (Sth. Africa), Lt.-Col. the Hon. A. McDonnell (U.K.), Mr. J. Stewart (U.K.), and Hon. W. A. Deane (Sth. Africa).

Empire Parliamentarians who visited Victoria last month completely capitulated to the spell of our State's fertile hills and plains, its wonderful capacity for production, its flocks and herds, its prosperous industries and its glorious scenery. Especially were they gratified by the excellence of its railway service.

# Things We Are Talking About

SO, EAT MORE—!

THE existence of a fourth and hitherto unknown food vitamin—vitamin D—is revealed by experiments conducted at the School of Bio-chemistry, Cambridge, which have also brought to light the vitamin value of lemon and orange peel. The research work on which this announcement is based has been carried out over a period of two years by Dr. S. G. Willimott, Ph.D., and his collaborators, who, after prolonged experiments with white rats and guinea pigs, have proved that vitamins exist in varying amounts in the peel of citrus fruits. "Hitherto the contents of lemon rind have been a mystery," said Dr. Willimott, in an interview. "By microscopic studies we have traced a remarkable botanical system in the peel resembling veins and arteries, and it would appear probable that the plant uses this system to transport vitamins manufactured by the help of the sun's rays into the actual body of the fruit."

## ROAD SERVICE EXTENSIONS

ONE of the recent extensions of our road services—Melbourne to Belgrave—which was inaugurated on October 13, has already met with the approval of our customers. Six trips are now made daily, including Sundays, in each direction. A further extension was made on November 12, when a service between Melbourne and Dromana, Rosebud, Rye, Sorrento and Portsea was commenced.

Luxurious motor coaches, seating 23 to 27 passengers, are used on these services, and the timetable in each case has been so arranged that passengers may make a day trip to any of the popular resorts on the routes. A feature of the services is that passengers may obtain their tickets and reserve their seats for any trip, seven days in advance. Card timetables, showing full details of the services, are obtainable at stations in the suburban area.

## LITTLE HOSPITALITIES

BENDIGO civic authorities and well-known business men were recently entertained in the local railway refreshment rooms and taken over the kitchen and other parts of the premises by the District Superintendent (Mr. W. Tredinnick). This little hospitality was also accorded Ballarat public men, and in both cases the guests were loud in their praise of the splendid cuisine and spotless appointments which the Department provided for refreshment room patrons.

This practice will be extended to other railway centres in the near future, and the tour of inspection will include any large railway workshops which may be in operation in the locality.

The personal insight into railway work and conditions which the visitors will thus secure can be expected to increase their interest in the activities of the State's biggest industry.

## TICKET COLLECTION RECORD

VICTORIAN railway ticket collection figures continue to improve. During the month of July 378,480 country tickets were issued throughout the State, and of this number only 1.7 per cent. were missed in collection. This constitutes a record for the Service.

More blank tickets were missed than other varieties, and as there is wider scope for fraud in the manipulation of these tickets, a special effort is being made to reduce their non-collected percentage.

## ABOLISHING LEVEL CROSSINGS

ON the recommendation of the Railways Commissioners, the Railways Standing Committee has recommended to Parliament the expenditure of £83,000 on the substitution of a vehicular subway for the level crossing at Victoria Street, Footscray, the substitution of road bridge for level crossing at Geelong Road, West Footscray, a heavier permanent way on the Bendigo main line, and various alterations and additions to signals, sidings and crossovers at South Kensington, land, sewers, drains, subway and bridge.

This is supplementary to the decision of the Committee on June 30 to recommend the construction of duplicate goods tracks from West Footscray to the Melbourne Yard, including the regrading of the Bendigo line necessary for the abolition of the Albert and Nicholson Streets crossings at Footscray, and the simultaneous regrading of the Geelong line necessary for the abolition of the level crossing at Napier Street, Footscray.

These goods tracks will run practically parallel with the existing Bendigo line from West Footscray to a point near the "up" end of the Footscray station platforms, thence under the main tracks and across the Footscray railway reserve in a cutting under the Geelong line, Hyde Street and Bunbury Street, across the Maribyrnong River by a new bridge, and through South Kensington and North Melbourne to the Melbourne Yard.

The scheme, of which the total estimated cost is £621,200, will necessitate the removal of Middle Footscray Station from the East to the West side of Victoria Street.

"The approval previously given to the construction of the independent goods line from Tottenham Marshalling Yards to the Melbourne Goods Yard," the Committee's report states, "included the abolition of three level crossings—two on the direct route and one over Napier Street, Footscray, on the Williamstown line. The two crossings now proposed to be abolished are the only crossings on the route of the new line, and their abolition would enable railway work to be carried out at all times, quite independently of road traffic, over the full five miles between Tottenham Yards and Spencer Street. From this point of view it is an eminently desirable thing to effectuate, while in the interests of public safety it is more essential still."

# Keep the Wheat Trucks Moving!

“Present indications point to a record grain crop being harvested, and the Department’s resources will be severely taxed in getting it to the seaboard,” declared Mr. Commissioner Molomby at a recent conference of District Transportation Officers. “Some of the merchants have expressed doubts regarding our ability to cope with the business which will be offering, but the railwaymen of the State have always risen to the occasion when special services demand the effort, and I have every confidence in their successful handling of the task which will be set them during the coming weeks.”



Mr. T. B. Molomby.

**B**UT something more than confidence in the staff is needed, as Mr. Molomby pointed out. It is incumbent on each officer carefully to overhaul and analyse every detail of his working organisation to ensure smoothness of operation when the enormous quantities of grain are being offered for transport to the seaboard.

While engaged in this huge task, the ordinary carrying work of the Department must suffer the minimum of displacement.

“And,” Mr. Molomby told the conference, “this phase of the business will call for good management on the part of all concerned. The trucks must be kept moving.”

In this connection, Mr. Molomby considers that careful consideration will have to be given to the question of a temporary reversion to mixed train services on certain lines now operated by rail motors, so that trucks can be promptly removed from roadside stations and placed into running.

#### Extending Schedules.

“It will be unfortunate,” he said, “if the exigencies of goods traffic, which, of course, is the class of work most profitable and which must be given preference during the coming heavy season, rendered imperative a retrograde measure on the passenger side by extending schedules, even temporarily; but the expedient must be adopted, if necessary, to meet the situation. Possibly some passenger traffic will be diverted to road motors, but this is a risk which must be accepted.

The rationing of trucks for certain industries will be commenced about December 14.

The Commissioner stressed to the conference that grain shippers must be invited to rush their wheat to the seaboard, and if they failed to accept the opportunity, theirs must be the responsibility for any delay which might occur at a later date in obtaining trucks.

#### Trucks must be Used as Soon as Available.

Advantage, he said, would be taken of the Christmas holiday period, when a larger number of trucks would be released from ordinary goods traffic, to rush them into wheat districts for loading. If necessary, work would be carried out on each of the holidays at Christmas time, but Sunday work would not be sanctioned to cope with the business. Past experience had shown that consignors sometimes hold trucks for one or two days before loading their wheat, probably waiting for a favorable market or some such governing factor, and the officers must understand that such practices must be disallowed this season, and they must take any necessary action to ensure that this prohibition was strictly enforced.

“If consignors,” declared Mr. Molomby, “are not prepared to utilise the trucks on the day they are made available for loading, they must then wait their turn for a further supply.

“Demurrage charges must be enforced rigidly, not because of the revenue collectable on this account (which is a class of revenue not at all desired), but to ensure as far as practicable, by the infliction of the penalty, the prompt release of trucks for traffic.”



# The Problem of Non-Paying Lines

From time to time the policy of recouping the Railways Commissioners from consolidated revenue the loss arising from the working of certain non-paying lines of railway is the subject of adverse criticism. The reason why it is equitable that the losses on these lines should fall on the general taxpayer and not solely on the railway-users is set out in the following article, by Mr. T. F. Brennan, Chief Accountant, Victorian Railways.

**I**N 1896 and the immediately preceding years the question of the management of the Railways was very prominently before the public, and, following upon a great deal of animated discussion thereon, Parliament, at the instance of the Government of the day, passed an Act—The Railways Act, 1896—in which some important changes relating to management and administration were effected.

Amongst other matters of importance it was provided that, in any case in which a line constructed after the passing of that Act proves to be non-paying, the amount of the annual loss, if certified to by the Auditor-General, shall be paid to the Commissioners from the Consolidated Revenue.

For some years after the passing of the Act the provision referred to was not put into operation, it being considered by the then Commissioners that, as the railway surpluses were paid into and merged with the Consolidated Revenue, and the deficits defrayed therefrom, no advantage would be obtained by claiming for the losses on the non-paying lines.

## Royal Commission Appointed

In 1917 a Royal Commission was appointed to investigate the working of our Railways as a business undertaking, the Royal Commissioner being Mr. T. R. Johnson, who had had wide English railway experience, and who had been Chief Commissioner of the New South Wales Railways for a number of years. His experience, therefore, made him particularly suitable for the investigation which he was commissioned to make, and in his report he recommended that:—

“The provisions of Section 102 of the Railways Act, 1915 (which is the re-enactment in the Consolidated Statutes of the enactment of 1896) be put into operation with respect to losses on new lines. . . .”

This recommendation was adopted by the Commissioners, who claimed a recoup of the losses sustained in 1917-18. That claim was not agreed to by the Government, but after mature consideration and discussion the Government subsequently agreed to the principle, and each year's claim, upon certification by the Auditor-General, is now accepted and paid.

The lines in respect of which the annual claim is made have all been constructed since 1896, and in every instance the construction of the line has been for the purpose of developing and opening up country which until then has been more or less unproductive. For this reason it was not expected in any case that the new line would then, or for some time after construction, pay full working expenses and interest.

Before the construction of any new line is approved it must, in accordance with the law, be investigated by the Parliamentary Standing Committee on Railways, and in the opinion of that Committee the construction of each of the lines which have not yet reached the stage when they were constructed, therefore, with the full knowledge that, on the existing scale of fares and rates, and with the volume of traffic offering, it would not be possible to avoid a loss on their operation.

The lines were constructed, therefore, with the full knowledge that, on the existing scale of fares and rates, and with the volume of traffic offering, it would not be possible to avoid a loss on their operation. There are three practicable methods by which the losses on these lines may be made good, viz.:—

- (a) By imposing local rates, the users of the line being thus required to pay relatively higher charges than other railway users.
- (b) By spreading the loss over the whole of the railway users by means of a percentage increase in all fares and freight rates.
- (c) By recouping the loss from the Consolidated Revenue, thereby spreading it over the whole of the taxpayers.

## Methods Analysed

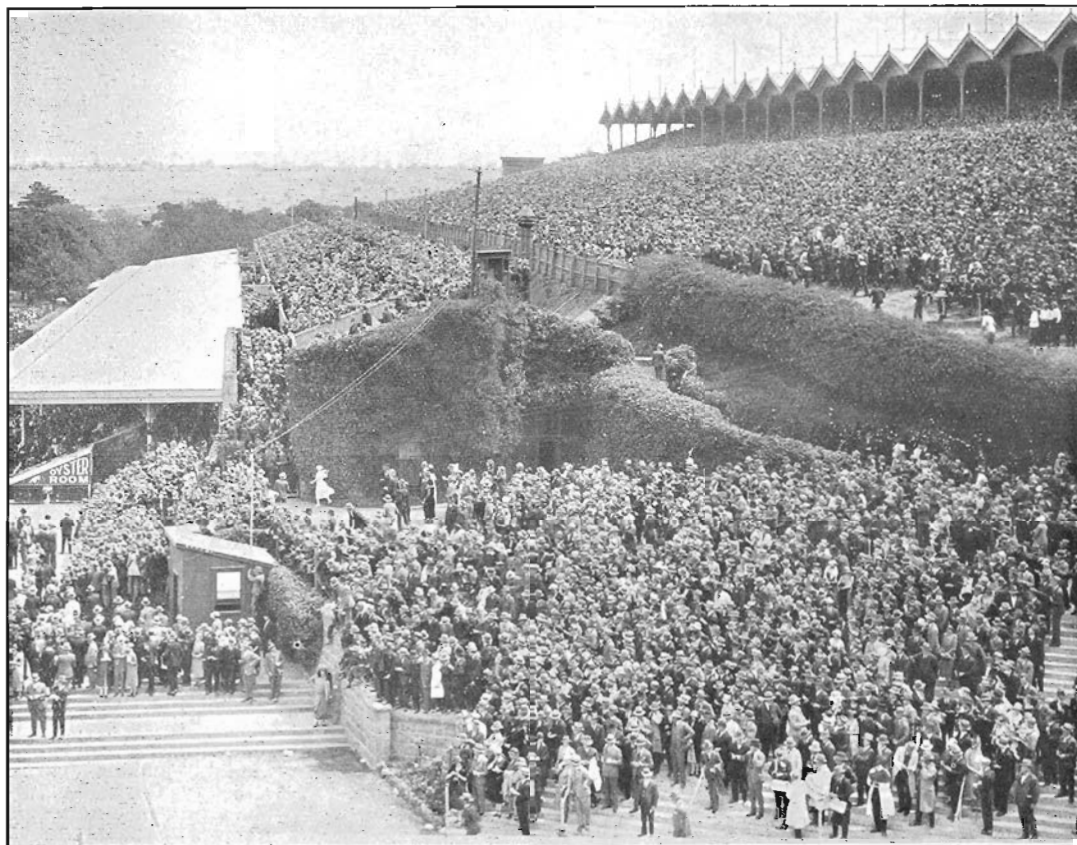
The first method would, in all probability, defeat the purpose for which the line was constructed. Settlement would be hindered; the extra tax on the producer would prevent his competing with others more fortunately situated as regards freight charges.

The second method is inequitable. The holder of a suburban ticket, or the consignee of goods from, say, Sale to Melbourne, should not be taxed as a railway user in order that a line, in which he has no interest other than the general good of the State, may be constructed in the Mallee.

The third method—to charge to Consolidated Revenue the loss after the local users have paid for the service received in the same proportion as other railway users—is equitable, as the whole community shares in the cost of the development of the country, and the further production of wealth associated therewith. The principle which is embodied in the 1896 Act is, therefore, regarded as just and reasonable to every section of the community. The provision that the claim shall be subject to the certification of the Auditor-General ensures that it shall be correct and in accordance with the law.

New Zealand has recently followed the example set by Victoria in this respect, and the losses on its non-paying lines are now recouped to the Railways from the Consolidated Revenue.

# Cup Rail Traffic Was a Record for Six Years



*Watching Spearfelt Pass the Post—Some of the spectators on the Hill*

Victorian railwaymen handled the largest Cup Day traffic since 1920 on November 2 this year. The number of passengers carried by rail between Spencer-street and Flemington was 55,751. It was 56,000 in 1920 and 47,666 last year.

ON the four days which constitute the V.R.C. racing carnival—Derby Day, Cup Day, Oaks Day and Steeplechase Day—a total of 107,077 passengers patronised the fast electric train service. This figure is 11,401 in excess of last year's traffic, when 95,676 racegoers bought railway tickets to Flemington.

Detailed bookings to the course each day are compared in the following table with figures for last year:—

	1925.	1926.
Derby Day . . . . .	20,851	21,950
Cup Day . . . . .	47,666	55,751
Oaks Day . . . . .	13,153	13,601
Steeplechase Day . . . . .	14,006	15,775
	<hr/> 95,676	<hr/> 107,077

On Cup Day, 17 eight-car trains were in traffic between Spencer Street and Flemington. Nine of these trains accommodated first-class travellers, eight carried second-class passengers. The 17 trains ran 70 passenger trips on the forward journey and 47 for the return traffic.

The volume of the traffic handled on this one day will be appreciated when it is learnt that if all the cars which carried the punters could have been coupled together to form one long train, more than six miles would have separated the motorman's cabin from the guard's compartment.

During peak periods the trains ran as closely as two minutes apart. On the for-

*(Continued on next page)*



*THE CUP CROWD.*—One of the wonders of Flemington on Cup Day is its crowd; the other is its transport there—and back. The photograph shows a section detraining. In the left foreground, wearing badges, are two interested spectators—Messrs. J. S. Dickson and W. A. Veitch, of the N.Z. Section of the Empire Parliamentary Delegation.

ward journey extra trains from the Sandringham line, instead of terminating at Flinders Street, were run through to Footscray. They thus served race passengers travelling to Spencer street to entrain for the course as well as the thrifty spectators who follow the progress of the great race from the Footscray hill.

On the return journey several trains ran from Footscray, while eight were held in readiness on the Essendon line fly-over track at Kensington, and were called into running as required. Adequate accommodation was, therefore, provided for the heavy traffic from Spencer Street to the suburbs.

Between 3.45 and 5 p.m., 15 heavily laden trains left the racecourse, and the large majority of the 55,751 travellers had arrived safely at Spencer Street by 6 o'clock.

There was a big demand for race tickets at suburban stations. Owing to the large sales, it was possible to curtail the booking staff at Spencer Street each race day. Thirty-eight booking windows only were necessary. Last year, despite the lighter traffic, 44 windows were required. Altogether, 17,947 passengers purchased race tickets at their suburban stations, compared with 15,954 in 1925.

A satisfactory innovation this year was the provision of railway checkers at the barriers

leading to and from "The Hill." At the request of the V.R.C. committee, nine checkers were on duty on Derby Day and 11 on Cup Day.

But the race traffic is not the Department's sole concern on Cup Day. This public holiday is the busiest day in the year on the suburban lines. Thousands of holiday-makers journey to the seaside and nearer mountain resorts.

Ferntree Gully, Belgrave, Mordialloc, Carrum, Williamstown, Hurstbridge and Whittlesea all attracted their usual quotas this year. During busy times a service of 10 minutes' frequency was

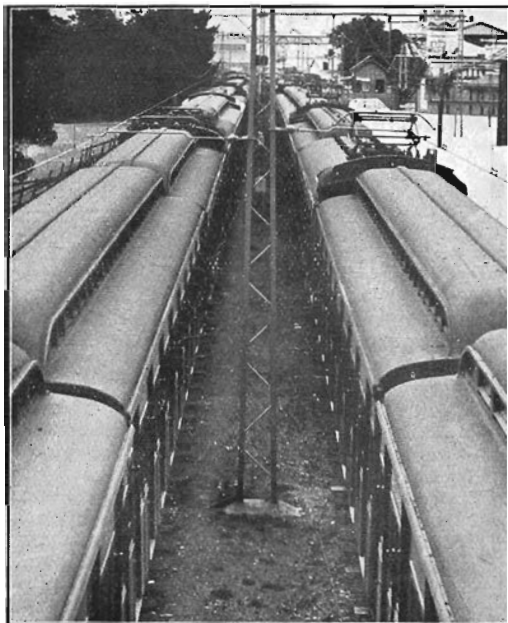
maintained on the Mordialloc and Heidelberg lines, 15 minutes on the Ferntree Gully and Williamstown lines, and eight minutes on the Sandringham line.

Twelve return steam trips were made on the Gembrook line, four on the Warburton, five on the Healesville, six on the Werribee and 11 on the Whittlesea lines.

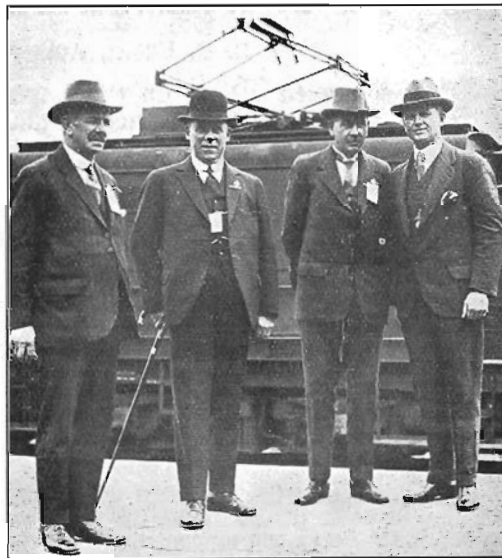
Another important item which had to be taken into consideration by railway officials on Cup Day was the large number of metropolitan Sunday School picnics. It is estimated that 20,000 adults and children travelled in organised parties on the suburban lines. Their train accommodation was arranged beforehand, and where it was seen that the special service would be inadequate extra trains were run.

"I have never seen a better train service than the one offered to Flemington racegoers."

[Extract from an article on the Melbourne Cup published in the "Argus" by Franklin Peterson, Dominions Editor of the London "Times" who is visiting Australia.]



A TEMPORARY RESPITE.—Race trains parked at the Show Grounds Station preparatory to taking up running in the late afternoon rush from Flemington.



New Zealand Members of the Empire Parliamentary Delegation showed considerable interest in the handling of our Cup rail traffic. The photograph shows three of them (left to right) Hon. J. Barr, Messrs. J. S. Dickson and W. A. Veitch, at Flemington Station. Mr. W. McConnell, of the Betterment and Publicity Board (extreme right) showed them over and explained the nerve centres of control.

## Getting Things Done

FROM the time of man's beginnings in the dim primordial ages  
Through the chronicle of progress in its slow, unfolding stages,  
Man has fought and toiled and struggled, under captains, under kings,  
For his hopes and for his longings and a world of better things.  
And whenever his achievement has been near to what he planned  
You will find it grew from slogging at the task he had in hand,  
Holding always to the maxim—though by time and chance perplexed—  
"If you do the job before you, you'll be ready for the next!"

Every leader, every prophet, has his secret of success;  
Some are plodders trudging forward, some are gamblers, more or less,  
Bucking Fate, the hard-faced master of life's never-ending game,  
Risking hope and faith and knowledge as they play for wealth or fame.

But whatever be their method, one of safety or of daring,  
There's a common homely virtue in which all of them are sharing;  
Though beset by difficulties and by circumstances vexed,  
Yet they do the job before them—and are ready for the next!"

Maxims of success are many—you can boil them down to one,  
That the man men choose to lead them is the man who gets things done;  
Who will take the job he's given, be it trivial or sublime,  
And will give it all that's in him till it's done—and done on time!  
This is "copy-book palaver—worn and wearisome and trite?"  
Well, you'll generally notice that the "copy-books" are right!  
"Lives of great men all remind us" of this homely little text,  
If you do the job before you, you'll be ready for the next!

—Berton Braley, in "The Nation's Business."

# Beautification as a Hobby

(By R. G. Elliott, Author of "The Australasian Rose Book.")

In this, his third article on the importance of beautification, Mr. Elliott makes his plea to railwaymen to adopt home gardening as a hobby.

**I**N the October and November issues of this magazine I dealt briefly with the great importance of beautification of workshops, offices and railway stations. All are, or should be, of interest to railwaymen as a body, and none the less so to the people of Victoria, to whom the railways belong.

This month I intend to strike nearer home: to speak to you, as individuals, of what you have direct personal control, for which you alone are responsible and which cannot be quietly pushed aside as being the duty of somebody in another department to administer. I refer to the beautification of the home.

Every man who has anything worth while in him, at some period of his life finds that he must take up some occupation, some form of work to occupy his leisure time and keep mind and body healthy. There is a time in the lives of most of us when we do not realise that labor and happiness go hand in hand; that the pleasures born of idleness are of short duration; that, in a word, idleness breeds stagnation. To be fit and able to work is a blessed privilege. This period passed, we contrive to find some congenial employment and choose according to our temperament, influenced by our environment. The work we decide upon may be termed our hobby.

Take the man who has no hobby. Often he is a selfish, self-centred person, who, from the age of fifty upwards, finds himself striving vainly to extract pleasure from those pursuits which youth only can really enjoy; a man frequently despised and ridiculed by the young people with whom he would fain associate on terms of equality, and often by those of his own age; a man grasping at the shadow and missing the substance—a sad spectacle, surely! He has no past achievements to remember with pride, no future bristling with the joy of giving pleasure to others. Tolerated but not loved, to him real happiness is unknown, for the extent of our happiness can be fairly accurately measured by the amount of energy expended unselfishly in its attainment.

None of us desires to emulate him, therefore a hobby we must have.

Some become so enamoured of their daily occupation that they make that their hobby also. Many railwaymen have well-equipped workshops at home and spend their spare time in cabinetmaking, constructing model engines,

and so on. The great majority, however, turn to some occupation of quite a different nature from that at which their living is earned.

Many devote their spare time to the breeding of poultry, pigeons, canaries, or dogs, and lavish their attentions upon them. Gardening, however, claims the majority.

Probably at first we have no great inclination for gardening, but we must have a garden. By the time it has given its first return of flowers, produced as the result of our own labor on plants we have watched from the first tiny leaflets, our enthusiasm has been won over and Nature has gained another victory. Gardening is to be our hobby.

Many instances could be quoted of an awakened interest in the home garden, converting a foolish, indolent man into a wise pattern of industry. The amount of comfort which great minds can, even in the midst of adversity, derive from communion with the flowers in their garden is astonishing. Power, fame, money and most of the other ambitions of man may prove disappointing on attainment, but a garden created and kept in order by one's own effort is always comforting and satisfying—an eternal citadel of content to the owner. When his heart and eye are delighted by the blooms, cultured and tended by his care, and he revels in the fascination of their purity, symmetry and beauty, he feels that nothing can rob him of his victory, and he is right.

"Nature never betrays the heart that loves her."

Yes! Gardening is to be our hobby. But what flowers to grow? All are beautiful, all will repay any energy expended. But perhaps the rose has the widest appeal. In filling all requirements, whether it be for garden decoration in single bushes, pillars, arches and pergolas, covering walls, fences and trellises, or for bedding and massing, it is equally effective, and for table decoration, sprays or buttonholes cannot be surpassed. Add to this its lengthy flowering season, its coloring, perfume and excellent form, and its popularity is easily understood. As the queen of flowers, the rose rightly reigns supreme, and each year makes her position more secure. The railwayman—being an astute fellow who knows a good thing when he sees it—will have no hesitation in deciding in its favor.

In carrying out the gardening scheme, do not forget that, although a front garden is

(Continued on page 56)



*Life may not always be a path of roses, but the photograph shows how successful the author of this article, Mr. Elliott, has been in turning his backyard into one.*

## This Month's Slogan—

### THINK FIRST!

*Beware of after-thoughts—after the accident. The wise man thinks first—and applies the brakes. Before you thrust in your hand to draw out the snake—think! Before you fire balls of another man's making—think! Before you pull the chestnuts out of the fire for some grinning ape—think! Do not buy pigs in pokes, or marry in the dark—like Jacob. Look ere you leap. Project your mind to the other side of the hedge, where is the noisome ditch wherein fools find repentance. Never mistake rashness for courage, or impetuosity for audacity. Never sign until you have slept on it. If a man would not forever wear the fool's cap, he must wear his old considering cap threadbare.*

## Too Costly

THE Railways Standing Committee, which recently considered the construction of 60 miles of 5ft. 3in. gauge railway to connect the districts of Darriman, Seaspray and Stradbroke with the existing lines at Woodside and Sale, recommends, in a report to Parliament, that at the present time it is not expedient to undertake the work.

The total construction cost was estimated at £377,000, the annual charges for interest, working and general expenses at £2904, and revenue for the first year of operation at £1671. "There is no doubt," says the report, "that a through rail connection between Woodside and Sale would result in very heavy losses for many years to come. Such a line could not hope to do more, on an exceedingly liberal estimate, than earn sufficient revenue to meet working expenses, leaving as a loss an interest bill, on the construction cost, of £231,700."

— ❖ —  
He who cannot smile ought not to keep a shop.—Chinese Proverb.

## New Line to Serve 605,000 Acres

A PROPOSAL to construct a railway from Orbost to Brodribb, to serve 590,000 acres of grazing land and 15,000 acres which the Government contemplates throwing open for settlement in 100-acre blocks, has been referred to the Railways Standing Committee for report.

The line, which would be 5 miles 69 chains in length, would cost £67,000, and would ultimately be a section of the track over the border into New South Wales. It would tap the rich alluvial flats between the Snowy and Brodribb Rivers.

— ❖ —  
The tallest enginedriver in the world runs the smallest engine on the Pacific Coast, according to report. He is Jack Farl, 15 years of age, who stands 7ft. 4in., weighs 237 lbs., and is still growing. The engine, a miniature affair, operates at Venice, a resort.

— ❖ —  
Success in life consists in making the best of getting the worst of it.



73  
Principals of Melbourne's Technical Schools visited the Spotswood Store during the month. The visit, which was made just before the "Be Tidy" Week, helped to furnish them with good material for precept. Mr. S. C. Jones, who arranged the visit, is in the centre of the group, and Mr. H. Serjeant, who conducted the party over the Store, is standing in the left of the doorway.

# Sir Charles Ryan Passes

**D**EATH has claimed Major-General Sir Charles Ryan, that bluff and distinguished soldier-surgeon who, in a lifetime of ministry to his fellow-beings, had himself drawn hundreds of sufferers from the clutch of the Grim Reaper; had scored victories over Death on foreign soil and under Australian skies, in public hospitals and on the battlefield.

For thirty years of a long and useful career Sir Charles was medical officer to the Victorian Railways Department. Many men now in the Service will remember that cheery, blunt, good-nature of his, as with pertinent and helpful advice he ran the medical rule over them. Others—and they are legion—will remember with gratitude his unobtrusive helping hand when they were “up against it.”

Vividly a case comes to my mind. “You’d better get a set of teeth,” was Sir Charles’ pronouncement on a railwayman, one day. “How can I?” was the reply; “I have a sick wife and three kiddies.” Sir Charles put his hand in his pocket. “Here you are,” he said gruffly, “and if it’s any more, call on me.” The man walked away with a fiver in his hand and a lump of gratitude in his throat.

And Sir Charles was very annoyed when it leaked out! But he was like that.

## Widely Travelled.

Born in Melbourne 73 years ago, Sir Charles pursued his medical studies at Edinburgh, Paris, Bonn and Vienna, and for some years, travelled on the Continent as a young medico. He served for two years in the Turkish Army during the Servian and Russian campaigns, and was at the sieges of Plevna and Ezeroum. Here he acquired the Order of the Medjidie, the Order of the Osmanieh, and a host of experiences that later appeared between the covers of his interesting book, “Under the Red Crescent.”

Then came the World War, and with the A.I.F. the General served against his former friends at Gallipoli. His flair for acquiring



*The Late Sir Charles Ryan.*

decorations persisted, and he was awarded the orders of C.B. in 1916 and K.B.E. and C.M.G. in 1919.

Sir Charles was honorary surgeon at the Melbourne and Children’s Hospitals, principal medical officer to the Victorian military forces, Consul-General for Turkey, and president of the Melbourne Club.

—R.H.

## Lines Found in Chester Cathedral

**G**IVE me a good digestion, Lord,  
And also something to digest;  
Give me a healthy body, Lord,  
And sense to keep it at its best.  
Give me a healthy mind, good Lord,  
To keep the pure, the good, in sight,  
That seeing sin is not appalled,  
But seeks a way to put it right.  
Give me a mind that is not bored,  
That does not whimper, whine or sigh,  
Don’t let me worry overmuch  
About that fussy thing called “I.”  
Give me a sense of humour, Lord,  
Give me the grace to see a joke,  
To find some happiness in life  
And pass it on to other folk.

## What Counts

It’s the bumps you get, and the jolts you  
get,  
And the shocks that your courage stands,  
The hours of sorrow and vain regret,  
The prize that escapes your hands,  
That test your mettle and prove your worth;  
It isn’t the blows you deal,  
But the blows you take on this good old earth  
That shows if your stuff is real.

Doing an injury puts you below your enemy;  
revengeing one makes you but even with him;  
forgiving it sets you above him. . . . Be  
civil to all; sociable to many; familiar with  
few; friend to one; enemy to none.—Benjamin  
Franklin.

## Some Thoughts on Service

That good service must always benefit those who render it as well as those who receive it was stressed by Mr. J. S. O'Haire, Traffic Inspector, in a paper which he prepared and read before a recent Fuel Conservation meeting at Ararat, and which we now publish.

**E**VERY successful business is built up on service, by that desire of its employes to please and to give the very best value in return for money spent.

We must realise that we are all in this world to give service, and no one of us, no matter how important or how obscure, can stand aloof and progress without receiving it in some form or another from our fellow men.

Acknowledging this, the next thing is to determine to what extent we are prepared to acquire that very admirable quality of rendering it, and what kind of service will we render.

Good service is something that, if given spontaneously and liberally, will afford that sense of satisfaction to the giver that makes for a happier and more contented spirit, with the knowledge that his job has been well and faithfully done.

To the receiver, it will infuse that good opinion and esteem—of not only the giver, but all others associated with him—that cannot be estimated in money value.

We should acquire the habit of giving good service if only to enhance our individual happiness. There is, however, another reason why railwaymen should acquire it.

### All We Have To Sell.

In the industry from which we derive our living it is the only commodity we have to sell, and the prosperity of that industry and consequently ourselves is dependent upon the extent and the quality of the service that we are prepared to give.

The giving of good service does not conflict with any creed or industrial code, nor is it confined to any particular section. It is just as important to the artisan in the workshop, who does not come directly in contact with our customers, as for the lad porter who meets them at the front door of our establishment.

Good service is more than ever necessary now, when we have so much active competition to contend with, and it behoves each and every one of us to see that we render only the very best, and that liberally. Let us cultivate that high enthusiasm in our work that spurs us on to greater effort, to be ever ready to seek new and more efficient methods of carrying it out, and to do everything within

possible limits to ensure that our customers feel we appreciate and value their patronage.

We must be jealous of our reputation for good service, set our ideal of it on a high plane, and so co-operate to reach and maintain that standard. If we do this we will have a Service to be proud of, and our personal prosperity will be assured.

By this I mean that the giving of an unlimited service to our customers, both from a goods as well as a passenger viewpoint, will be reflected in us not only as a collective service, but as individuals. Let us remember also that outside our employment, we take our places in society as just and upright men, on whose shoulders has been laid the high responsibility of maintaining a railway system, noted for its fairness, courtesy and honesty.



*Daffodil Farm, seven miles from Daylesford, from which thousands of blooms are sent to Melbourne each Spring, is something unique among Victorian rural pursuits. The visitors here pictured seem to have caught the daffodil spirit of Spring.*



# An Old Railwayman Looks Back



*The recent publication of an interview with some retired railwaymen at Ararat has led Mr. John F. Boyle, himself an old pioneer, to write in reminiscent vein to the Editor. Mr. Boyle points out that he was really Portland Pier's first Station Master.*

RECALLING as it did old memories, the article headed "Retired Railwaymen at Ararat," which appeared in the September issue of the "V.R. Magazine," made very interesting reading; but the remark made by one of the railwaymen interviewed that Teddy Davis first controlled Portland Pier station is incorrect.

I opened that station in June, 1883, made out the first parcels waybill (the station was not open for goods) and issued the first passenger ticket on June 27. However, I can't say that I was the only one who had a hand in the opening of Portland Pier, as by some error both Mr. Jas. Harding and I were appointed to officiate as first Stationmaster. Mr. Harding arrived on one day and I on the next, but as neither tickets, ticket cabinet nor stores had been supplied we had to wait for a day or two, when instructions were received for Mr. Harding to go to Cheltenham.

A ticket cabinet and tickets were supplied in reply to my wire, and stationery was obtained from Mr. Tom Weatherill, Stationmaster, Portland. I then opened the station and remained in charge until March 17, 1884, when I was transferred as Stationmaster to Mitiamo, in place of Mr. C. Stewart, R.S.M., who had been appointed to open Pyramid.

While I was at the Pier, Guard Mitchell was transferred from Portland to Ballarat and was replaced by Owen Davis. The Ararat guards were Ned Todd and Emanuel Wilson. Tom Tattersall drove between Portland and Ararat daily, while Driver Leslie Fireman Newman and Driver Shepherd drove from Ararat three days one week and two days the next.

## Plenty of Excitement

The Casterton line was under construction at the time and Shepherd was transferred from Ararat, and I think appointed driver-in-charge at Casterton when that line was opened. Mr. Ladbury was S.M. at Hamilton and Mr. Barter S.M. at either Condah or Branhholme—Condah if I am not mistaken.

There was plenty of excitement at Portland Pier while I was in charge. The largest shark ever caught in Australian waters was secured in a net in Portland Bay. He measured 30 ft. 6 in. long. The Portland Fishing Co. had set a three-quarter mile length of net for haddock and on going out at daylight

to haul it in found it twisted and tangled in an extraordinary fashion. The monster captive had apparently been enticed into the net by the imprisoned fish, became entangled and then exhausted himself in his frantic struggles to get free.

When Mr. Harry Dusting came to the station later on to consign his haddock by the early train, I suggested that he should use the railway to get the shark to Melbourne for exhibition, instead of employing the steamer "Dawn," which was due to sail that evening. I wired Head Office, giving particulars, and obtained a quote for the carriage of the shark. There were some swing bolster "K" trucks at Portland and I had them placed under the crane on the pier.

The skin of the shark was covered with barnacles and spines, which wounded the arms of the fishermen who passed the hawser round him for slinging. When the shark had been lifted out of the water, the jib of the crane proved too low for the necessary hoist on to the truck. Then Mr. Tom Ward, Harbor Master, stopped the work until he received a guarantee that if any damage was done to the crane the fishermen would pay for it.

## Stood in His Mouth

While these formalities were being discussed, the shark hung in the air with his open mouth just level with the decking of the pier. Several people, I amongst them, stood with our feet in his mouth. His top jaw reached to my chest, so I reckoned that he would have had no serious difficulty, when alive, of swallowing me in one gulp.

Luckily for the fishermen, the shark was caught a few days before Derby Day, and large crowds came to see it when it was exhibited at an hotel in Swanston Street. The owners, Messrs. Kirken and Pill, made quite a nice little sum out of the exhibition. Very religious men, they refused to exhibit the shark on Sunday. They closed the tent, but, after attending divine service at Wesley Church, Lonsdale Street, they went down to the stables to make sure things were all right. They found the tent open and a large crowd filing in to see the monster, which was being calmly exhibited by the hotel grooms. A bucketful of silver was on view, but it disappeared very quickly with the grooms when the indignant owners strode up.

*(Continued on page 62)*

## Is This a Record ?

Eighty - nine - and - a - half years' service with the Victorian Railways Department is the record of the Whitehead family to date. The story of it reads like one of the ancient sagas.

**T**HOMAS WHITEHEAD, who was known as "Dad" Whitehead, joined up at Bendigo in 1867, when the line ran only as far as Woodend. He worked on the construction of the line to Bendigo, and in 1878 was made foreman of the Bendigo Yard. He retired in 1878, after 26½ years' good work for the Department, and at the age of 59. He died in 1918, aged 84, after having drawn the pension for 25 years. His wife is still alive in Bendigo, and last May saw the completion of her 90th year.

Jack Whitehead, their son, joined the Service in 1879 as pointsman on the Williamstown Pier. "Long Jack," as he was known, soon became a shunter, and in 1885 went to the Melbourne Yard as goods guard. Three years later he was transferred to Stawell and ran between that centre and Dimboola and on other lines. A spell as goods guard at Bendigo and as mixed guard on the Swan Hill and Korong Vale lines brought him to the job of passenger guard in 1908. Two years later he was transferred back to Bendigo, and was running between there and Melbourne until he retired, in 1916, after 37 years' service.

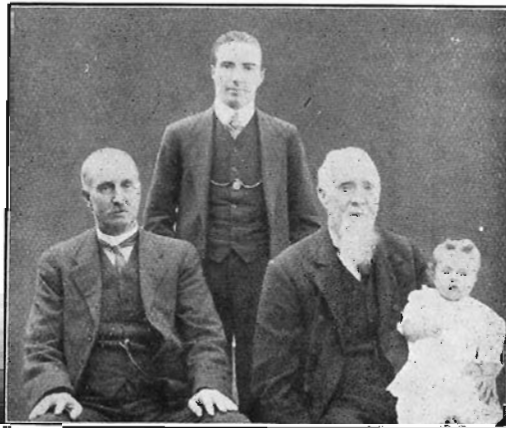
### Minstrel Cornerman.

He is still living at Bendigo. Old Williamstown men may remember him as one of the corner men of the "Crow Minstrels" which sang their ditties and cracked their jokes in the 'eighties.

Jack's son, Thomas, with the railroad in his blood, became an apprentice fitter and turner at Newport in 1900, and afterwards worked as fitter at the North Melbourne and Bendigo Loco. Sheds. Since 1913 he has been repairing speed recorders at Newport. He has been general secretary of the Society of Victorian Railway Engineers for the past two years, and has held all the offices in the Society. Representing Newport, he is a member of the Railway Mutual Benefit Society Committee. He also holds membership of the Railway Institute.

Thomas has a small boy of tender years who is already exhibiting more than ordinary interest in the great iron road. Who knows, but that when we are gone, he will be carrying on the torch!

*[Possibly this is a service record. We cannot say without delving into departmental archives, but we shall be glad to hear from our readers of other railway families whose story of unbroken service for generations is treasured with pride.—Ed., V.R. Magazine.]*



Three, perhaps four, generations of railwaymen are represented in this photograph of the Whitehead family, which began its service to the Department in 1867 at Bendigo. To date its members have completed nearly 90 years of work on the Iron Road of Victoria.

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### Geelong Motor Coaches

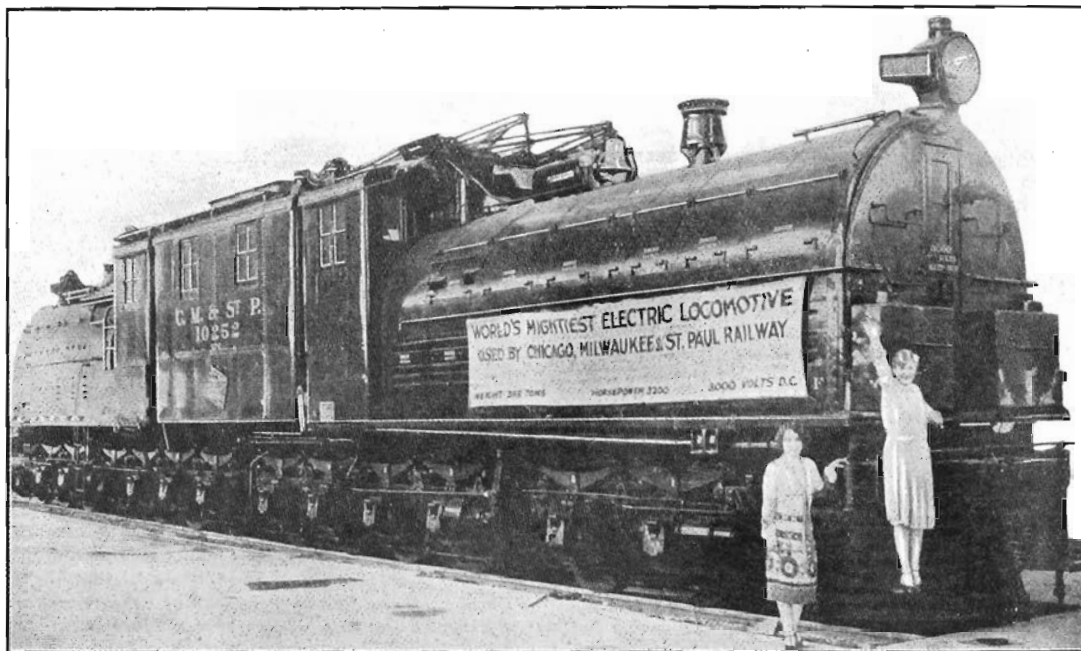
**O**UR Geelong motor coaches have now been on the road long enough for the Department to make a reliable estimate of the traffic volume. A statement issued by the Chairman of Commissioners shows that an average of 20 passengers a trip is carried, or 80 per cent. of the maximum seating capacity. The average number of single trips is about 102 a week, so that the average weekly volume of traffic is about 2040 passengers, of which about 350 are carried on Sundays. The weekly revenue is about £420. Mr. Clapp points out that the service has not been operating long enough for the Department to obtain a reliable estimate as to whether it was really paying all expenses, including depreciation. Overseas experience shows that people cannot be carried by motor coaches for the same rate as by electric trains, but it has still to be ascertained how much more cheaply they can be carried by motor than by steam train. The operation of motor coaches is still a comparatively new branch of the Department's activities, and the Commissioners are carefully feeling their way as they embark on each extension.

— \* —

The individual who is in love with himself has no rivals.

Don't brag. It isn't the whistle that pulls the train.

When you feel inclined to criticise someone just stand in front of a mirror.



The world's largest electric locomotive, which, built by the General Electric Co. for the Chicago, Milwaukee and St. Paul Railway, was recently exhibited in the Palace of U.S. Government, Machinery, Mines, Metallurgy and Transportation at the Sesqui-Centennial International Exposition in Philadelphia. The locomotive is known as the bi-polar gearless type and operates from an overhead trolley. It is 76 feet long, and has 24 driving wheels. Twelve motors placed directly on the driving axles propel the monster. Two Philadelphia misses are here shown all ready for the latest in buggy-rides.

## Christmas Rail Concessions

TO induce holiday-makers to travel early and avoid the usual Christmas traffic rush, the Victorian Railways are offering very liberal concessions to travellers in the shape of cheap excursion tickets. The rates for this class of ticket range up to 30 per cent. cheaper than the ordinary holiday excursion ticket.

Passengers by country trains on Saturday, December 18, Monday, December 20, Tuesday, December 21, and Wednesday, December 22, will be charged cheap excursion rates, and the tickets will be available for return from December 25 to February 3.

Here is an example of the generous nature of this concession. A traveller to Bendigo on December 24 would be issued the usual holiday excursion return ticket at 33/9 first and 22/6 second class. On the other hand, if he travelled on, say, December 22 and secured the benefit of the special cheap excursion rate, he would be charged only 23/7 first and 15/2 second class.

For the convenience of late workers, shop assistants and other persons who are unable to travel by the early trains, cheap excursion tickets will also be issued for a series of late night specials on Christmas Eve, Decem-

ber 24. These specials serve several lines. One leaves for Colac at 9.30 p.m., one for Traralgon at 9.35, another for Bendigo at 9.38, a fourth for Ballarat at 9.47, and a fifth for Leongatha and Wonthaggi at 9.50 p.m.

Holiday excursion rates will be in force from Wednesday, December 8, until Monday, January 3, inclusive.

A fast limited Christmas express will leave Melbourne for Sydney at 1.55 p.m. on December 23 and 24. It will take reserved seat passengers and will connect at Albury with a New South Wales special which is timed to depart at 8.20 p.m. The Melbourne passenger will then arrive in Sydney at 7.55 a.m. the next day, in time for breakfast in the Harbor City.

Late travellers who intend spending their holidays at the Gippsland Lakes will be interested in the schedule of the early Eastern Express on Christmas morning. This exceptionally fast train leaves Flinders Street at 7 a.m. on Saturday, December 25, reaches Bairnsdale at 1.45 p.m., and connects there with a special lake steamer to Lakes Entrance. Seats may be reserved on this express at the usual booking fee of 1/3 per seat.

# How Railway Wheels Are Made

Where do railway wheels come from? How are they made? How are their flanged tyres affixed and removed? How many men have a hand in their construction? The following article discusses their genesis, their life, and their exodus.

**I**N serried ranks, the wheel centre castings huddle dispiritedly together. Mute resignation and gloomy foreboding is reflected dully from the closely packed rows of steel. Shamefaced, each circular casting is acutely alive to its disreputable appearance. Each is seemingly oppressed with a vague perception of the ordeals and suffering, the trials and tribulations through which it must pass before it can take its place under a railway carriage, engine or truck.

Actually the unfinished, rusty-looking condition of the wheel-centre casting is a badge of honesty. It signifies a willingness to be subjected to any reasonable quality test. It implies a scornful repudiation of the artifices which a faulty casting might employ to hide its defects.

For the experts at the Newport Workshops, where Victoria's railway wheels are assembled, must test the steel casting in its raw, rough-machined state. Careful inspection is made for flaws. In the case of the smaller car and wagon wheel-centres, a representative casting is selected for a tensile test. Each large locomotive wheel is separately tested.

## Tyre Tests

Apart from the centre castings are stacked the heavy flanged tyres which will soon be clamped tightly around the wheel-centre. Newport receives the tyres in practically a finished state, but thorough tensile tests are just as necessary as with the steel castings. Ordinary truck tyres must withstand a tensile test of 45 tons to the square inch. Fifty-two tons is demanded of tyres for electric rolling stock.

A severe "drop" test is also carried out. The helpless tyre is thrust under a guillotine-like structure. Pinioned there, it is dealt a crushing blow by a ton weight which thuds down from a distance of 20 feet. The effect of the blow is noted and comparisons made with the specification of the material ordered.

Squat-shouldered and ill-formed, the ingots which are destined to function as locomotive axles lie near the roaring furnaces of the Newport forges. Each ingot will be plunged into the heart of a furnace. It will smoulder there for 45 minutes—perhaps an hour. Dripping with fire, it will be dragged from the furnace by perspiring, bare-armed workmen. Beneath the smashing blows of a steam hammer it will be beaten into a sufficiently rough semblance of an axle for the lathes and turning machines to smooth and polish it into its rounded, mathematically precise shape.

Meanwhile the centre castings have also lost their discolored appearance under the correcting influence of the ubiquitous turning machine. Hydraulic pressure now forces the turned wheel-centres on to the shining axle. The press is capable of exerting a pressure of 350 tons to the square inch, but its force

varies according to the diameter of the wheels. The basis is 10 tons to each inch of diameter. The distance separating the two wheels on any axle never varies a shade over one-sixty-fourth of an inch.

Motors would not enjoy their present popularity if it took as much time and trouble to affix a balloon tyre as a railway tyre.

## The Brinell Tester

An intelligent contrivance (the Brinell test machine), which can determine the relative qualities of steel flanged tyres, judiciously selects two well-matched tyres to accompany one another on the same axle. Elaborate gauging ensures that the tyre and wheel-centre which it will embrace are of the correct dimensions. The tyre is expanded in an oil-heated furnace. A crane lowers the centre into the expanded ring of steel. Cooled by water, the tyre securely grips the centre.

Before the cooling is completed, retaining rings are thrust into a groove in the tyre. The lip of this groove is then lightly hammered down and the tyred wheel passes under a rolling machine, which forces the two integral parts together.

Similar firm treatment is meted out to the second wheel, and the pair then roll easily and self-consciously before a lynx-eyed engineer with infallible gauges, who either scribbles "true" in chalk on the axle or refers them back for necessary adjustments.

Retaining rings are not used in the tiring of the big locomotive wheels. These are secured by set screws.

Wheels and tyres are re-turned at Newport at various intervals. The wheel-centres become slightly irregular. The steel flange on the tyre wears away. These faults must be remedied.

But unlike the brook, which is understood to be able to go on forever, tyres have a definite tenure of life. They cannot be re-turned indefinitely. The profile of the all-important flange is exactly suited to the contour of the rail. If it is allowed to wear too thin and sharp it will split the points at a cross-over.

There comes a time, therefore, when the tyre must be replaced. The retaining rings are then cut out, the lip is broken off and the coup-de-grace administered by a lathe. Restored to single-blessedness, the old tyre is scrapped. A new one is dumped into the oil-heated furnace.

That, briefly, is the fate which awaits those discolored steel castings, those flanged tyres, those oblong lengths of axle forgings. Fire and water, blows from steam hammers, ruthless punishment at the hands of about 23 different railwaymen—blacksmiths, strikers, forgemen, fitters and turners—weary toil, and finally—oblivion.

A railway wheel has a hard life.

# The Story of a Bale of Wool

*Behind the phrase—"from the sheep's back to yours"—lurks a great adventure, a triumph of organised industry. Railwaymen play an all-important part in the successful transport of wool from farm to seaboard, but the vicissitudes of the commonplace bale do not end when it says farewell to a railway truck.*

(By Richard Hughes).

"APPROXIMATELY 320,000 bales," said the Superintendent of Goods Train Service impressively. He frowned and studied the list in front of him.

"Between July 1 and November 6 the Victorian Railways had carried exactly 319,666 bales of wool," he continued, becoming more precise. "For the same period last year we had dealt with 253,712 bales. Geelong, you will note, has so far received 74,093 bales, compared with 30,765 last year. Close on 182,000 bales have arrived at Melbourne, Sth. Kensington and Macaulay. Newmarket has received 33,421 and Kensington 30,129."

Now, it may have been the effect of Mr. Clark's figures, or it may have been the last unnecessary dab of butter which I foolishly spread on my second crumpet at supper, but that night I dreamt I was a bale of wool.

I was clothed in drab sacking. Hot and uncomfortable, I felt compressed, hemmed in—a decidedly unpleasant "buried alive" sensation. (*The crumpet must have had something to do with it!*)

With a score or more other bales, I was being bumped along a country road on a waggon drawn by bullocks. It was warm, very warm. Occasional fragments of vivid phraseology, apparently intended as encouragement for the straining bullocks, hurtled past me from some unseen individual ahead.

## Chaotic Impressions

I was perplexed, bewildered. Confusedly I endeavored to piece together the chaotic impressions which whirled and whisked in kaleidoscopic fashion before my tired eyes, elusive and baffling, mocking my clumsy attempt to detain them.

I had vague recollections of a ruthless cutter that clipped and clipped and clipped, an undulating hum and whirr of machinery, the firm grip of a hand which held and yet did not hold me, the pressure of two very bony knees encased partially in greasy, threadbare trousers, a struggling procession of dozens of fleecy animals. There had been nimble fingers which had caressed me, appraised me, tossed me to one side in a soft, amber-colored heap of fluffiness.

A press had closed in on me. It had suffocated me. Overweighted and sprawling heavily, I had been dumped on this infernal jolting waggon.

We stopped. Somebody prodded me in the rear with a hook. I remonstrated vigorously. Nobody took the slightest notice of my protests. I was lifted across a platform into a railway truck. Another bale was loaded on

top of me. Another and another. In all, I think I counted 45 bales. We were lashed down securely. Two tough covers embraced us.

"You might take your elbow out of my ribs." The bale on my right seemed aggrieved. I apologised profusely.

"Do you know where they are dragging us?" I ventured. "What's the reason for taking us so far from home?" For we were on the move again. The truck was rolling smoothly along the rails.

Astonishment spread itself over my companion's expressive countenance. "Where on earth did you come from? Do you mean to tell me you don't know where we're going?"

The bales around us eyed me curiously. They nudged one another. I felt very ignorant, a trifle piqued. It was all very well for them.

"We're being sent to Newmarket to be sold." Condescension was noticeable in my informant's tones. "We will be made into tweed and cloth, suits and stockings, rugs and shawls. We're super-merinoes"—a complacent cough here—"and we're all classified into our proper grades."

"Yes, you see, there are many different classes of fleece," a bluff bale of wool with a kind face chipped in heartily. "There are Lincolns and half-breds and quarter-breds and three-quarter-breds and comebacks and——"

## Two Suits to a Sheep

"Take suits, for instance," continued the first bale rudely, without waiting for the other to finish. "About three to five lbs. of wool make a suit. Each sheep shears something like eight or ten lbs. We bales weigh more than 300 lbs. apiece."

"Nearer 350," amended the kind-faced bale.

"All right, all right! Have it your way!" snapped my short-tempered neighbour. "We're not locks or pieces. We're quality."

"Some of us may be," came the annoyed rejoinder. "Who said a bale of pieces scaled 350 lbs., anyhow? I've known locks to weigh 600 lbs."

The two settled down to a prolonged wrangle. I settled into a dull torpor which may have lasted hours, days or weeks. All that time the truck sped ceaselessly on its journey. I meditated gloomily on the disadvantages of being a bale of wool. My companions slumbered, stirred restlessly or cracked feeble jokes with a painful assumption of joviality.

At last came a halt. Dazed and blinking, I was trundled out into the open and across

*Mr. A. E. Colson, Block and Signal Inspector, Victorian Railways, while holidaying in America some months ago, says he enjoyed the thrill ride of his life when he went for a gallop on the back of an alligator, on the day he paid a visit to the Alligator Farm, California. Mr. Colson looks pleased with his mount.*



a shed platform on a hand truck. I was wheeled on to a scale, a worried-looking official scratched some numeral on a paper in front of him and screamed "three-hundred-and-something" (I didn't catch what it was) to the man who was supporting me. Somebody painted a figure or two on the crown of my head with a sticky black solution.

A lift conveyed me to a spacious room in which were displayed long rows and rows of bales, all as dejected-looking as myself. An energetic, coatless person dragged the sacking from my shoulders. I felt embarrassed but more comfortable. I had a furtive look round and saw that my irritable friend was still beside me.

"The buyers are going to inspect us now." He answered my unspoken question. "They'll pick on what quality wool they want and mark in their catalogues the price they are prepared to pay at the salesroom afterwards."

#### The Inspection

We waited again. Then quiet little groups of well-dressed men began to wander down the rows. An impassive dark-complexioned gentleman fingered me gently and murmured softly to a clerk with a catalogue and pencil. A stolid German, a keen-looking Italian, a volatile Frenchman and a couple of Australians and Englishmen followed in the wake of the Japanese. But the one who seemed most impressed was a broad-shouldered man wearing horn-rimmed spectacles.

"We're for America, if I'm any judge," declared my friend excitedly. That buyer's going to bid high for us. The Americans generally plump for the finer fleeces. So do the French and the English for that matter—"

"But, I say, I don't want to go to America." It struck me they were carrying the joke a bit too far. "I'm quite satisfied with Australia. Why should I go on a sea-voyage? I get seasick."

"You won't have any say one way or the other." The bale of wool grinned maliciously

at my evident alarm. "You'll have to go through a carbonising process. Acid will dissolve the burrs that are clinging to your fleece. You will be pressed to half your present size by hydraulic power. Hoop iron will be bound round you. Laborers will bury you in the dark hold of a ship. You will be cleaned and scoured."

This was too much. I was roused. The injustice of the whole business enraged me. I would not go to America! What right had these meddling strangers to send me there? I would write to the Press. I would get my member to make a fuss in the House. I would organise a monster deputation. I would—

The alarm shrilled peremptorily and I woke. I stretched myself. First I was relieved, then amused.

But I handled my woollen socks and suit with a new respect that morning.



#### TO CORRESPONDENTS.

L. Norwood, Casterton.—Received, but no definite information with it. V. O'Meara.—Have used one, see elsewhere this issue. G. W. P., Rosedale.—Thanks, next issue. C. Shields.—Will use in January. Amy Dunn.—Look in next issue. W. G. W., Seymour.—Group photographs; unfortunately not clear enough for publication. Railway Lover.—Yours will be dealt with in our next. J. A. Freer.—Enquiries are being made. Willie Hammond, Broadmeadows.—Will publish yours in January. W. A. C., Ballarat.—Thanks; held for a future issue. Railway Lad.—We published a similar matter some months ago. S. A. L.—The Oxford University Press publish, "The Poetical Works of Thomas Moore," from 3s. 6d. net, in "The Standard Authors Series." R. S. R.—H. G. Wells's "The World of William Clissold" is being issued as a three-volume novel, at 7s. 6d. each; two of which have been published; the third one will shortly be available.

Si: I had a beard like yours once, but when I realised how it made me look, I cut it off.

Hi: Wal, I had a face like yours once, but when I realised I couldn't cut it off, I grew this beard.

New Office Boy: I've added those figures up ten times, sir.

Employer: Good boy.

Boy: And here are the ten answers, sir.

# What Wonthaggi Means to Victoria

Few people realise what an asset the State has in its coal mine at Wonthaggi, which, since its inception in 1909, has produced more than 7,000,000 tons of coal, and has kept £6,500,000 circulating within the State. The fact that the State Coal Department has just opened a depot at Montague for the sale of bagged coal to the public at 39/6 a ton has focussed attention on the source of production, and, believing them to be of considerable interest, we print some details of the mine's history, its present working and its output, which have been supplied by one of the Department's officers.

THE first investigations at Wonthaggi, Victoria's best-known coalfield, were made in 1858, when a Government bore was sunk on the edge of the seam now being worked in the McBride Tunnel pit of the State Coal Mine. Two more bores were sunk close to the Powlett River, three miles from the present State Mine workings, at the end of the 'eighties, and small seams were cut.

Exploration by boring was recommenced in 1908, and a seam of coal six feet in thickness was located at a depth of 16 feet from the surface. Shortly afterwards a shaft was sunk a few chains northward of this bore, and here a seam eight feet in thickness was cut at 39 feet from the surface, and a few tons were mined for test purposes.

Active operations in connection with the establishment of the State Coal Mine, under the management of Mr. Stanley Hunter, of the Mines Department, were commenced on November 22, 1909, for the purpose of supplying coal to the Victorian Railways during the Newcastle coal strike, when a shortage of coal for all purposes and consequent paralysis of Victorian industries, dislocation of trade and concern of the general public produced conditions verging upon panic, and made it imperative that coal should be obtained for the Railways and other essential industries.

## The First Consignment

The No. 1 shaft was then unwatered, and three other shafts were sunk in close proximity. As soon as coal was brought to grass, bullock teams were engaged to cart it to Inverloch, a distance of ten miles, where it was loaded into boats and shipped to Melbourne, the first consignment being despatched on November 25, 1909. As the output increased about 360 bullocks and 50 horses were used in this work. Great quantities of coal were accumulating at the mine, and in December, 1909, authority was given for the extension of the Nyora-Woolamai railway to the State Coal Mine. So expeditiously was this work undertaken that the line reached the mine on February 22, 1910, and the first consignment of coal was despatched by rail to Melbourne on the following day.

By this time some 2500 persons were living in the camp in Government tents, but in

March, 1910, the laying out of the present town of Wonthaggi was commenced. Contracts for building 100 miners' homes were let, a permanent water supply undertaken, and various public buildings were put in hand.

Up to this time operations were necessarily of an emergency nature, but in March, 1910, Mr. George H. Broome, the present general manager, assumed control and development on a more permanent basis was commenced.

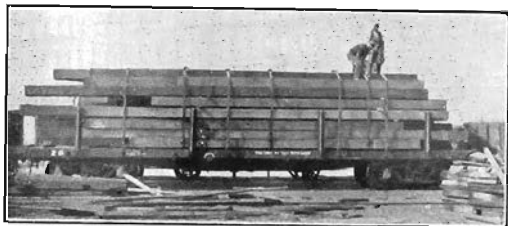
The establishment of the State Coal Mine on a permanent basis was due largely to the zeal, energy and determination of the then Minister for Mines, the Hon. (afterwards Sir) Peter McBride.

From the commencement of coal-mining operations, from two to three drills have been continuously in operation. It is unusual in coal mining to bore as closely as is being done in the State Coal Mine area; but the coal, lying as it does so irregularly and being so much faulted, the prospecting by boring ahead of the working places is of very great value in setting out the underground workings, and it pays for itself many times over by obviating costly errors in setting out and driving the developmental headings.

## 3600 H.P. Power Station

Owing to the faulted nature of the field it was early recognised by Mr. Broome that the coal would have to be attacked either by shafts or adits at several points more or less remote from each other, and a central power station was erected and equipped. This central generating station has a capacity of 3600 h.p. The voltage adopted for transmission is 5200 volts a.c., for all surface dynamos 412 volts a.c., and for all underground purposes—haulages, pumping, ventilation, lighting, and so on—250 volts d.c.

As is the case in all other industries, economy in operating costs is an all-important feature. There has, therefore, been established a comprehensive system of office organisation, including costing, accounting and sales, and it is believed that the main principles embrace the latest ideas of scientific management. In this system the importance of obtaining prompt results is based on the



THE NEW 40-TON "S" TRUCK.—The length of the truck, which is here shown carrying timber as much as 42 feet long, is 43 feet.



Leo and Mavis Griffin, who have just won their fifth first prize at a fancy dress dance for their railway-poster costumes. Leo has made the well-known Zoo poster into an effective shield. In this way the kiddies, whose father is Senior Porter P. H. Griffin, of Flinders Street Station, are doing quite a lot in their little sphere to bring home to people that the Railway is the Best Way.

principle that costs and accounts should be productive of news, not of history.

One of the principles of this form of management is that each employe shall have written instructions describing his duties and responsibilities, and one of its chief features is that a complete and properly indexed record of the entire scheme of management is kept as a record for the guidance of all employees. It is impossible to maintain a definite pre-determined method of performing a given task without written instructions, as verbal instructions leave no record for further reference.

The underground development of the State Coal Mine has depended largely upon the data supplied by the bores. The seam outcrops in several places and has been proved by bores to a depth of 2000 feet. It has no regular inclination either in rate or direction, the rate varying from level to one in three, whilst the direction is all round the compass, but the general prevailing dip is to the south. The thickness of the seam varies from 1ft. 6in. to 6ft., but is much faulted, the vertical displacement varying from a few inches to 700 feet or over. The roof of the coal seam varies from very soft mudstone to a medium hard sandstone, but generally speaking the roof improves with the depth of the seam. The floor of the seam is invariably a carbonaceous mudstone, which swells and cuts up when water gets on it if the roadway is used for traffic.

### Three Mining Methods

Owing to the varying characteristics of the coal seam and the roof and floor conditions, three methods of mining are adopted—

1. Bord and Pillar.—In this system the whole of the workings are worked to the boundary and the pillars worked towards home. About 40 per cent. is taken out in first workings, and 60 per cent. left in the pillars.

2. Longwall Work.—This method consists of removing the coal in one operation.

3. Double Stall.—In this method of working the bords are 14 yards wide, with a roadway next to the solid coal on each side, and the waste is stored between roadways. Pillars 44 yards in width are left between the stalls.

The present daily output of the mine is 2425

tons, and this is being obtained from five workings, as follows:—

Nos. 9 and 10 pits are producing 240 tons per day. They are shaft collieries, and the average thickness of the coal seam is 37 inches.

Eastern Area is producing 485 tons per day. Coal is drawn from this pit by means of an inclined shaft or adit one in five, having a length of 4000 feet, and the greatest depth at which the coal measures are being worked is 1080 feet from the surface. The average thickness of the coal seam is 37 inches.

McBride Tunnel is also, as its name implies, worked by means of an adit, and from this pit an output of 650 tons per day is being obtained. The average thickness of the seam is 41 inches.

Station Area is also operated similarly to McBride Tunnel and Eastern Area. The output is 150 tons per day, and the average thickness of the coal seam is 41 inches.

Dudley Area is the most recent pit to be opened up, and this area is being developed by a vertical shaft. The coal measures lie in two benches, one 47 feet from the surface and the other 317 feet from the surface. The average thickness of the coal seam in the top level is 61 inches, and in the bottom level 22 inches.

The total area of the State Coal Mine reservation is approximately 8000 acres, and the gross tonnage of coal actually proved by boring, and still remaining for extraction, is upwards of 16½ million tons.

### Nearly 500,000 Tons a Year

The number of persons engaged is 1600, of whom about 1200 are employed below ground, and the amount disbursed in wages during the year ended June 30, 1926, was £474,486.

The gross output of the mine for the year was 495,864 tons, and the quantity disposed of 477,236 tons, the difference being accounted for by local consumption, including coal sold to miners, and allowances and waste.

Of the quantity sold, 258,574 tons was screened coal, 212,735 tons slack coal, and 5927 tons unscreened coal. The Railways Department purchased 440,781 tons, and the bal-



ance was disposed of to Public Departments and the general public.

Slack coal to the extent of about 2000 tons per week is being sold at 23/6 per ton in trucks at the mine for industrial purposes and is being used by electric supply undertakings and various manufacturers. Screened coal to the extent of approximately 600 tons per week is also being sold for industrial purposes, as well as for household use, and the price of this best black screened coal is 27/- per ton in trucks at the mine.

The Department recently established a distributing depot at Montague, and screened coal for household purposes is available for sale at the depot at 39/6 per ton in bags. This coal is delivered to the various suburbs at the price quoted plus the ordinary carrier's rate for cartage, or customers may arrange their own cartage direct from the depot.

#### An Economical Fuel

Taking price and quality into consideration, State Mine coal is an efficient and economical fuel and gives eminently satisfactory results in its use, both for household and industrial purposes. The management of the mine is prepared to enter into definite contracts and to guarantee regular and continuous deliveries, as it is anticipated that the output of the mine will, in the present year, amount to upwards of 550,000 tons.

The total quantity of coal produced at the State Coal Mine since its inception amounts to over seven million tons, and this has favorably affected the prosperity of the State by keeping cash to the extent of £6,500,000 for circulation within this State which would otherwise have been paid away in support of industries outside of the State.

The capital liability of the mine at June 30, 1926, was £240,950, against which cash was held in the sinking fund amounting to £123,749, while the sum of £36,766 was also held in the Depreciation Fund.

#### £4,500,000 in Wages

The minimum rate of wage paid to adult employes is 18/- per shift, and the net average earnings of the coal miners, who work on piece rates, is 27/3 per shift. The amount paid in wages since the inception of the mine in 1909 is approximately £4,500,000.

It has been very aptly stated by a recent writer that "coal represents the accumulation of solar energy fixed by luxurious forest growths in carboniferous and other geological ages over almost incredible periods of time. It is improbable that Science will discover any practicable method of hastening Nature's methods of production, and when it is considered that a ton of coal, which is burned in perhaps a few minutes, has taken Nature millions of years to produce, it will readily be admitted that, apart from the financial considerations involved, it is incumbent on everyone, as a duty to himself and his countrymen and to society at large, to use every endeavor that may lie within his power to save from waste a substance of such inestimable value, and one which no human power can restore."

### Thirty-four Years Ago

*Here are some extracts from the Victorian Railways Gazette of June 1, 1892:*

*The total receipts for traffic on the Victorian Railways for the four weeks ending May 19, 1892, were £208,526, as against £234,865 for the corresponding period last year.*

*Prior to December 31, 1889, no less than 146 Smiths were employed in the Victorian Railways Department. Members of the Jones family totalled 98, and there were 96 Ryans, 89 Williamses, 81 Browns and 76 Thompsens.*

*Consequent on the death of Mr. Lunt, it is probable that Mr. T. H. Woodroffe, the present chief assistant, will be appointed to the vacant position of Engineer of Existing Lines.*

*Mr. Molomby is still at Birregurra, relieving Mr. C. Hall, who is unable, through his late accident, to resume duty.*

*The largest class that has yet attended ambulance instruction in connection with the railway service has just been brought to a very satisfactory termination. Forty-nine employes attended the requisite number of instructions, and 31 presented themselves for examination, with only five failures.*

*Mr. E. Strong, Locomotive Accountant, has retired after 33 years' service. Mr. Allison Smith, on behalf of the officers of the locomotive branch, presented him with a pair of field glasses and a travelling bag.*

### 3LO Broadcasts Railway Music

**B**ROADCAST by 3LO, the following items on the nights shown should be especially interesting for Victorian railwaymen and Institute members:—

December 4. — Concert by the Institute Musical Society.

December 6. — Recital by the Victorian Railways Military Band.

#### WHY, INDEED?

"If I should die  
You'd find it hard,"  
Said he  
"To get another man  
Like me."

"What makes you think  
(As I suppose  
You do)  
That I should want,"  
Said she. "another man—  
Like you?"

## The Christmas Spirit

By William C. Rees.

WE all feel it; like the sandman it comes, touching hearts instead of eyes. Things take on a brighter hue. We are keyed up, expectant, and imbued with a feeling that is logically as unreasonable as it is intangible. It can only be compared with a fifth season, like and yet unlike the others, for while Winter spells comfort, Summer its freedom, Spring its visions of open spaces and green hills, Autumn its nights and wishing moons, this season of high hearts, besides holding the glamor of all four, bears the hall-mark of happiness.

It is manifest for weeks before the great day, walking the streets, in the homes, everywhere, dusting drab corners, lighting with magic torch innumerable places, smiling roguishly at us from the windows of shops, and from the eyes of children.

The world of humdrum rouses itself from the groove, brushes away the cobwebs, spruces in its Sunday best, and gets into bustle. All the young Bills and Jacks suddenly remember their Aunt Marys with: "A Merry Christmas, Aunty. How are you getting on? We are all well. How are the ducks? Tell Uncle the bat he gave me got broken last week, and I don't think Dad will buy us a new one. Joan's doll fell down stairs yesterday and broke its face." And so on.

### The Flapper Gets Serious

Aunt and Uncle wink, make a mental note of the various losses, and see that the cadgers find their wishes fulfilled on Christmas morn. Even that delightful piece of femininity, our flapper, gets quite serious about this time, and has only the best string to her bow. Sister Sue spends an anxious half-hour deciding which tie is likely to suit best Brother Bill's type of beauty, while Bill walks self-consciously into an emporium and solemnly asks for a couple of ladies' hankies, or a bottle of scent, flushes up when the hovering damsel smiles knowingly, then blunders out for air, a picture of relief. It is indeed a great force that drives strong men to such deeds.

O'er the kingdom of Chanticleer a season of plenty falls, while the goose and turkey tribe openly tell the world of the fulness of things. Alas! could they but see as far into the future as we. Mother gets down to planning, and as a result culinary mysteries fit for a king tease our palates.

The whole family stand around, with their odd silver, for a stir at the pudding. It's an extra big one this year. How it makes one's mouth water.

Then comes the ceremony of the day, with Dad as Master of Affairs (so as to avoid argument). He voices certain regulations. "This is your cut, Bert." Bert's eyes glisten as the great brown fruity slice lays invitingly on the plate, and when the hurried examination by half-a-dozen craning necks reveals the

edge of a dirty-looking threepenny-bit, the thrill it causes! The gluttons we make of ourselves, just to be able to say we got something out of the pudding!

The most ardent reader of the popular writer forgets him, and for a span the pocket edition of the Railway Timetable becomes a veritable thriller. The shingled siren, the office boy, the bachelor, and the bachelor maid, even the family man, they all may be seen, with furrowed brow and anxious mein, poring doggedly over that mass of figures. The railway system becomes as a hive before the swarm, as the multitude makes ready for the great migration.

It is at this time that the world comes nearer that great brotherhood, when petty troubles are forgotten, and good cheer is the by-word: it is the day of democracy. In short, Christmastide, the keystone of the year for most of us, is the wonderful centre around which lesser events of the year revolve. And it has been, right down the generations, a time of blessing, when Creation harmonises in that melody of goodwill that harks back through the centuries to a manger and a Babe.



## The Maxims of a Mechanic

**B**ELIEVE in yourself.

Believe in your work. Improve it. Increase its field, its production, its quality and its possibilities.

Know what you can do and demonstrate the knowledge.

Never allow your salary to govern your effort.

Work for the sake of your job alone. Bend your every effort to its ultimate furtherance. Prove by demonstration its adaptability to every condition where it can be economically productive.

Never be satisfied. Total satisfaction is a form of stagnation.

Meet courtesy with courtesy always. Meet discourtesy with courtesy so long as you consistently can.

Be a square shooter. Work square, play square, live square.

Don't cheat in your work, for the man who cheats is on a par with any other kind of thief.

Every pound you accept for work performed with less than your greatest ability is obtained under false pretences and is unearned.

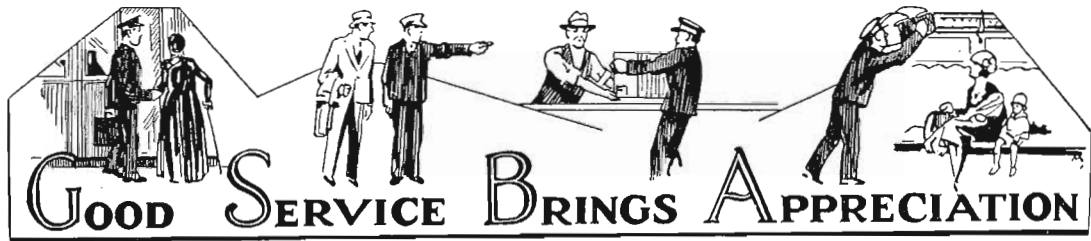
You are judged by your product, not your gesture.

Play safe and practice Safety.

And finally, as I said in the first place: Believe in yourself.



Up rattled "Lizzie" to the gate of the racecourse. The gatekeeper, asking the usual fee for parking space, yelled out, "A shilling for the car." "It's yours," said the owner with a smile of satisfaction.

**WOOL HANDLING.**

**A**T a meeting of the Deniliquin Committee of the Pastoralists' Union of Southern Riverina, held on 14th Oct., reference was made to the expeditious manner in which the current season's wool clip has been despatched from Deniliquin railway station, and I was instructed to convey to you the appreciation of members. A resolution in terms of the foregoing has been recorded on the books of the Committee.—Mr. C. W. Jones, Secretary to the Deniliquin Local Committee, writing to the Chairman of Commissioners.

**TRANSPORTATION OF DOGS.**

**I** WISH to place on record and to bring to your notice the very excellent service I received at the hands of the Railway Department's officials when sending my dogs to the Kyabram Show, and on their return. Especially do I wish to mention Mr. Derham at Kyabram. Mr. Derham, when it was discovered that there was not sufficient room in the rail-motor to Tatura on Wednesday to carry the 38 dogs, interested himself on behalf of the other owners and myself to such an extent that a special train was run, I believe, for our benefit. Needless to say, his action was more than a little appreciated, and I feel sure that I can speak for the other owners as well as myself. I had but four dogs—2 Alsations and 2 Airedales—but all valuable dogs, and a delay in their return would have been a great inconvenience. I would be glad if you would convey to Mr. Derham our very great appreciation of his interest and help. At the same time I feel that I must also mention the help given us at Spencer Street station by the Stationmaster, and also Mr. Davies, when sending the dogs forward to Kyabram. Such help and advice as is cheerfully given by these officials will go a long way towards stimulating interest and attendances at the Country Dog Shows, as the rail journey has always been considered the stumbling block, especially when the dogs are sent unaccompanied by their owners.—Mr. D. P. Walker, one of the Proprietors of Colmer Kennels, Melbourne, writing to the Chairman of Commissioners.

**"PROMPT AND KINDLY SERVICE."**

**I** DESIRE to express my appreciation of a prompt and kindly service rendered to me by the Stationmaster at Wedderburn and the authorities at Charlton. Travelling from the latter place on Thursday last, I left my bag and coat on that station. I informed the S.M. at Wedderburn about the matter, and was notified at Inglewood that my effects were safe, and would be forwarded to Melbourne. I received them to-day. I shall be pleased if you will be good enough to convey my gratitude to the officials concerned.—Mr. Leo T. Little, Selborne Chambers, Chancery Lane, Melbourne, writing to the Chairman of Commissioners.

**FURNITURE SAFELY REMOVED.**

**I** WISH to take the opportunity of thanking the Railways Department for the careful manner in which my furniture was handled on October 25. A truckload was packed by your staff at Ballarat, the same being consigned to Footscray, where it arrived very promptly. No damage whatever was done to the furniture or my very large Schiedwager piano. I had been thinking of motor transport, but after careful inquiry the head of the Ballarat Goods station advised me to place the matter in the hands of the Railways. I do not regret having taken his good advice.—Charles G. Morris, Footscray, writing to the Chairman of Commissioners.

**RESOURCEFULNESS.**

**J**UST a note in recognition of the resourcefulness and considerateness of officials (guards, driver and fireman on Wallan-Bendigo line) as well as stationmasters at Kilmore and Tooborac. Returning from the Royal Show with stock, last week, I ordered a truck on Wednesday, and was informed that my truck for Heathcote was to be loaded on Friday evening. I loaded as instructed, and on arrival at Wallan on Saturday morning was informed that there was not any goods train to Heathcote that day, and that the cattle would have to wait till Monday; also that they should not have been loaded till Sunday evening. However, as there was a "goods" to McIvor Siding, the Stationmaster said he would send the cattle on to Tooborac with that train if I wished. The Guard of this train and the Driver and Fireman (I do not know their names) seemed to sympathise with me in my trouble, and cheered me with the news that there was a football special due to leave Tooborac at 11 a.m., and provided that they had not over-much work on the way, they might catch it. The effort that these men made to rectify, in a practical way, a mistake which had evidently been made at the Melbourne end by loading our cattle on Friday instead of Sunday, is worthy of comment. In shunting at Kilmore not a second was lost, and the stationmaster there was requested (I understand) to telegraph Tooborac to the effect that it would be a good idea if the truck of show stock could be taken on to Heathcote by the football special. We arrived at Tooborac on time, and the Stationmaster there and Guard Walsh, in charge of the football train, were both willing to strain a point to get the cattle to their destination in the quickest time reasonable. Probably a few minutes were lost in getting the cattle off at Heathcote, which I very much regretted, but feel grateful indeed for the consideration of those mentioned, five of whom I had not met previously as far as I know. If you could in some way convey to all concerned our appreciation of their practical commonsense and initiative, we would be thankful. The railways are to be congratulated on having men of this type and character in their employ.—Mr. A. Itzerott, for Itzerott Bros., "Five Gums," Heathcote, writing to Mr. Tredinnick, District Superintendent, Bendigo.

**GIRL GUIDES' THANKS.**

**I** AM sorry not to have written to you before, as I wanted, on behalf of myself personally and of the Camp, to thank you very much for all you did for us in many ways during the recent camp. It was very nice for us all to have such courtesy and consideration, and we are very grateful.—Miss M. Bush, Commandant of the Bendigo and District Girl Guide Movement, 251 View-street, Bendigo, writing to Mr. Brody, Stationmaster, Bendigo.

**LOST AND FOUND.**

**I** WISH to bring under notice the excellent conduct and my appreciation of Porter A. Cathie. I was a passenger from Adelaide, and on alighting at Spencer Street station, left my hand-bag, containing a considerable amount of money, behind on the seat, and did not discover my loss until arriving at my hotel. I immediately went back to the train, but on inquiries from the S.M. was told a bag had been found by the searcher, which proved to be mine. I wish to thank the S.M. and staff for their kindness, and especially Porter A. Cathie for his honesty, which is a great recommendation for your railways.—Miss F. E. Hackett, Hotel Federal, Melbourne, writing to the Secretary for Railways.

(Continued on next page)



Some of the Staff at Flinders Street Station thirty years ago.—Standing, left to right—Back Row: J. Evans; Not known; W. Grant; T. Ellis, deceased; W. Drayson, T. Griffiths; J. Burrows; J. Fraser; D. Moffatt; A. Martin, deceased. Sitting: D. Graham; W. Storey, deceased; A. Lack, deceased; G. Dando, J. R. Page, S.M., deceased; H. Winter; H. Stevenson; R. Richards, deceased; H. Bronley. Front Row: Not known; A. Hamil; G. Gallagher; M. Quinlan; Not known; T. Gaffney; W. Hopper; J. Hulm.

#### GOOD SERVICE AT MT. BUFFALO.

ON behalf of the Scotch College Dramatic Society, I desire to express our appreciation of the visit to Mt. Buffalo on August 28th. We found that the Manager had spared no pains in adapting the existing stage to the needs of a dramatic performance. The hall was crowded, practically all the guests attending, and it was gratifying to play to such an appreciative audience. Several people expressed regret that opportunity was not taken to allow donation to some charity. Of the manner in which we were entertained I speak only in the highest degree of praise. In this, my first visit to the Chalet, I was amazed at the excellence of the accommodation provided, at the homely comfort of the lounges, and at the cuisine, which compares very favourably with that of a first class hotel. That may sound ambiguous, I mean to express the opinion that the fare provided could not be better. In Mr. and Mrs. Baker you have managers whose popularity should go far in maintaining a high standard of success. The Manager's tact and the courteous way in which he studies the comfort of the guests, and the respect in which he is held by all prove him to be well fitted to occupy such a responsible place. The tone of the house is excellent. We were unfortunate in finding snow rather scarce, but the visit was so enjoyable that we should like to repeat it. I hope that arrangements can be made for our Society to appear again at the Chalet, in which case I anticipate being able to take a party of boys (outside the Society) to enjoy a week of the next September holidays in the delightful conditions prevailing.—Mr. V. Hill, Scotch College, Hawthorn, writing to the Superintendent of Refreshment Services.

#### HELPING THE POULTRY BREEDER.

I WISH to thank you for the excellent arrangements made for the transit of my poultry to the Bendigo Show this week. They arrived in excellent condition. It is very encouraging to us poultry exhibitors to know that the railways are assisting us so well.—S. Lukeis, Ballarat Poultry Farm, 905 Skipton-street, Ballarat, writing to the Bendigo District Superintendent.

#### GENERAL SATISFACTION.

I WISH to thank you for your prompt action in forwarding a settlement cheque and statement of our transactions for the past season. The motor train, which was used for all matches except on two occasions, gave general satisfaction and rapid transport. The railway officials and train crews gave every satisfaction to football followers.—E. J. Herrick, Secretary North-Western Mallee District Football Association (Cowangie).

#### NOMINATED LOADING.

I RECEIVED enclosed letter from Neptune Oil Co. Ltd., Melbourne, in reply to my request to have four cases of sheep dip sent urgently, as no dip was in stock in the district, and it was required to treat sheep suffering from foot rot caused by wet season. . . . I have to thank you for sending it on so promptly, as it arrived the day after receipt of my letter to the Neptune Co. . . . Mr. Josh. T. Martin, Eldorado Park, near Chiltern, also desires me to convey to you his appreciation. It saved him a motor journey to Albury. Kindly send this letter to the Railway Commissioners, as I wish to point out that, when it was proposed to introduce nominated loading one day a week for Chiltern, I, with other members of the Chiltern Shire Council, waited on Mr. Clapp at Chiltern. We were afraid that if any goods for producers for harvest were required urgently, if Wednesday was missed, they would be held up for a week. Mr. Clapp then stated that such goods would be sent on at once so as not to hold up farmers. This has been carried out, and good service rendered with supply of binder twine last year. We all now admit that the new system of special days for loading goods has been a great success, when worked with the discretion you employ. No doubt it is efficient and economical. Thanking you for good and considerate service.—Mr. J. Brann, Chiltern, writing to the Goods Superintendent, Melbourne. (The Neptune Co.'s letter referred to advises having secured the Goods Superintendent's permission to despatch the sheep dip.)

#### APPRECIATIVE FOOTBALLERS.

I WISH to bring under your notice the excellent and efficient train arrangements our Wimmera patrons had for the football season just closed, the carriages being always comfortable and clean, and trains ran to time, which made it a pleasure for people to travel.

I especially wish to thank Mr. Maddern, D.S., Mr. Game, and Mr. O'Haire, of Ballarat, Mr. Bieske, S.M., and Mr. Melrose, Chief Clerk, of Stawell, and the staff in general right throughout the Wimmera for their courtesy at all times.

We must also mention Mr. Cooke, Chief Time Table Officer, and his staff for the courteous and prompt manner in which they dealt with our business in the Melbourne Office.—S. Freeland, Secretary, Wimmera District Football League, writing to the Commissioners.

#### CO-OPERATION AND COURTESY.

THE Goods Rates Book dated 15th September duly received. We take this opportunity of placing on record our appreciation of the most prompt attention, generous co-operation and un-failing courtesy shown us at all times.—Mr. T. Clarke, Director, J. McCann & Son Pty. Ltd., South Melbourne, writing to the Goods Superintendent.

(Continued on page 48)

*Where to Spend a Holiday*

# The Call of Apollo Bay

Surfing, Swimming, Paddling, Boating, Fishing, Sea and River, Golfing, Shooting, Tennis; and Invigorating Rambles may be made to view the beauty of the Ferny Dells, Waterfalls, and Caves, as well as the notable panoramic scene from the summit of Marriner's Hill; all of which provide a source of delight to the holiday visitor to Apollo Bay.

**A** POLLO BAY is well named a paradise for the surfer, and a happy seaside playground for all. It is situated 128 miles south-west of Melbourne—103 miles by rail to Forrest, and 25 miles thence by road. Just now the road from Forrest is being given a splendid metal surface, which will make it fine for motoring. It is one of those inviting spots for which our shoreline is distinguished. Miles of golden sands, divided into sheltered crescent bays by rugged headlands, slope into the silvery combers of the Southern Ocean.

Then there is a path along the cliff tops, where you look out upon the billowy leagues, once furrowed by the old wind-jammers and their adventurous fortune hunters, now cleft by majestic ocean liners; or a ramble in the gullies provides a pleasant interlude, where the scent of the trees and of bush flowers scatter all fatigues and worries. There is no out-of-sorts in such a place, and for each meal no lack of appetite.

Every day is a day of adventure — or it should be, anyway. There is no thrill like that of exploring in the typically Australian fern gullies, where the tall eucalypts and wattles add a welcome note—and with it all are the bird calls—which the true lover of the bush

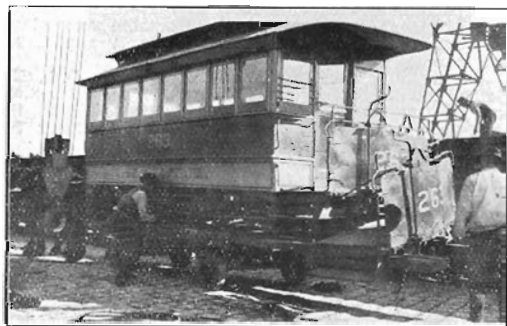
hears with delight. The exploring instinct can be given full vent at Apollo Bay.

There is no fascination at a seaside resort like that proceeding from an intimate link between sea and forest. Many places have fine beaches, cliffs, bathing, and so forth, but the back country is poor. This is not so with Apollo Bay; for within a stone's throw are beautiful hills and mountains, clothed with forests. Tall messmate, restful blackwood, deep groves of beech and countless varieties of other timbers, shrubs and plants present a colorful scenic effect, which, when once seen is never forgotten.

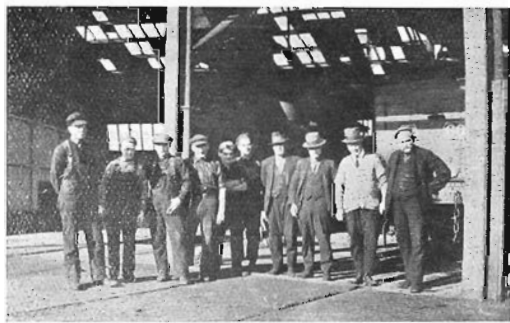
About 10 minutes' walk from Apollo Bay is the Barham River, a stream which bears a fine reputation for its excellent stocks of varieties of fish; its banks being well known as the angler's rendezvous. There are other well-known fishing streams in the neighbourhood, and seaward is sport just as good — schnapper, flathead, whiting and rock cod.

The golf links, tennis courts, and recreation reserve also provide excellent scope for healthy exercise.

Those desiring fuller details about Apollo Bay as a seaside tourist resort should apply to the Government Tourist Bureau, Queen's Walk, opposite Town Hall, Melbourne.



*ITS LONG CAREER ENDED, this tram-trailer is being entrained for a well-earned holiday at the seaside.*



*WOOMELANG LOCO. MEN snapped in their shed recently. The photographer has just issued his "look pleasant" ultimatum.*

HE'LL GET YOU IF YOU DON'T WATCH OUT!

**A**LTHOUGH I am about every day, no one wants to come up and speak to me face to face, but a lot of people talk behind my back. I expect it's because I'm a tough customer to get on with. An army has nothing on me for power. Figures will tell you that, and I am more deadly than machine gun bullets. As a home-wrecker, I win the prize. My victims are the rich and the poor, the strong and the weak, and I am well known to widows and orphans. Railroads and automobile clubs put a lot of publicity against me, but I am still ahead of the game.

Yours for taking all and giving nothing.

CARELESSNESS.

—Service.

Eighty-five per cent. Success in Lad  
Porters Examination

**O**F 68 lad porters who attended the two recent instructional classes at the Railway Institute Buildings, under Instructors Keary and Legg, no fewer than 58—or 85 per cent.—passed the examination held at the conclusion of the class.

We publish their names hereunder, at the same time congratulating them not only on their success, but on the spirit which prompted them to forego leisure in the interests of their jobs. The latter applies equally to those who failed to pass the test, and we wish them better luck next time. We are quite sure they won't give it best.

**Pass—Best Results of Class:**

K. D. Harvey (Williamstown); A. G. Dynes (South Yarra).

**Pass with Credit:**

N. H. C. Hubbard (Ebrighton Beach); E. C. A. Brown (Bentleigh); G. Ashon (Footscray); D. W. Crosbie (Stony Point); H. R. Carroll (Moonee Ponds).

**Pass—Good Examination:**

S. Arthur (Malvern); K. C. Cooper (Sunshine); H. Richards (Glenferrie); W. I. Wait (Cheltenham).

**Pass:**

J. Brick (N. Fitzroy); F. J. Perry (Yarraville); R. F. G. Bradley (Melb. Yard); E. A. Clapp (Cheltenham); M. J. Farrell (Box Hill); K. A. Johns (Brighton Beach); J. McKenna (Dandenong); P. S. J. Manly (Brunswick); J. E. Delaney (Elsternwick); B. P. McInerney (Clifton Hill); P. Warren (Hurstbridge); G. B. Elliott (Ringwood); K. O. Cartledge (Melb. Yard); R. E. Christie (N. Brighton); W. G. Roberts (S. Melbourne); S. Lesar (North Port); G. L. Duncan (Moreland); E. Ward (Northcote); G. Pollock (Toorak); J. Passalagua (Tel. Office, Spencer Street); N. J. Fisher (Windsor); J. F. Kenny (Edithvale); W. H. McDermott (Melb. Yard); A. E. Moore (Gardenvale); E. L. Thompson (Ripponlea); J. S. Gay (Burnley); L. Gill (Moorabbin); J. McD. Lawson (Auburn); G. A. Reeves (Armadale); A. E. Tate (Essendon); P. H. Meehan (Armadale); W. Lawrence (Tel. Office, Spencer Street); J. H. Jones (N. Brighton); E. J. Mitchell (Melb. Goods); T. R. Hanlon (Fairfield); V. Meaney (Melb. Goods); W. G. Whelan (Lilydale); W. T. Marshall (Frankston); G. A. Gilder (Graham); G. T. L. Hartley (Armadale); D. O. Keefe (Coburg); J. W. Tannock (Clifton Hill); L. Bennett (Murrumbeena); A. R. Robertson (Kew); S. W. Rae (Tooronga); F. J. Fogarty (c/o. Timekeeper); J. Tuohy (Balaclava).



*DRINK CITRUS FRUIT.—Mr. J. H. Spence, of Chelsea, a recent fancy dress first-prize winner, who used railway posters to advantage.*

"Get busy" may be poor English, but it is sound advice.

Helping another helps yourself more than it helps the man you are helping.

# What Christmas

## THE MINISTER



**I**t is a time for reflection on my year's work and responsibilities. Perhaps mistakes have been made; they are inevitable. Yet, the experience gained will be a valuable preventative in the future. It has been my desire to help in bettering the conditions of the great army of Railway employes, as it is only by a contented staff that we can obtain that loyal co-operation so necessary for the greater efficiency of our transportation system. Wishing you all a very Merry Christmas and a Happy and Prosperous New Year.

*E. J. Macrue*

## THE STATIONMASTER



**C**H R I S T M A S is always a strenuous time for railwaymen, but I cannot say that I feel perturbed at the prospects ahead. Once the advance arrangements for handling the Christmas rush are completed the rest is plain sailing. I anticipate a record crowd of holidaymakers. To most of these holidaymakers Christmas means freedom and happiness. To me, it means my share of the responsibility of seeing that, so far as a comfortable and safe train service can help, they will enjoy that freedom and happiness.

*H. M. Gulllock*

## THE SECRETARY



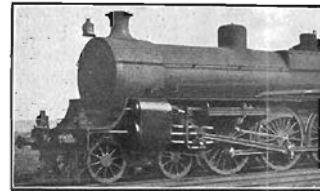
**T**O the Secretary's Branch the Christmas season does not as a rule bring that added stress and strain which it means to some sections of our service.

Rather is it a time for reviewing the work of the year, for taking stock of ourselves — looking for the weak spots, and considering means of improvement.

Above all, it is a



## THE LOCOMOTIVE



**S**ORE buffers, aching bolts and nuts, tired wheels, a weary boiler, an empty coal tender, a whistle which will exhibit the symptoms of 'clergyman's

snatch while off duty. Water is the only drink I get of course, I do smoke a bit! Still, without me many puff along, glad to be a factor in somebody's happiness.

## THE SIGNALMAN



**C**H R I S T M A S Eve, and about to go on duty in Flinders Street "D" box! There will be opportunities for initiative. Traffic difficulties will present themselves to be disentangled and overcome. Yet, with the wonderful signalling power frame, the illuminated engineer's diagram, showing 99 rods, and the assistance of com-

petent electrical fitters, there will be a certain amount of pride in doing work that at all times, but especially at Christmas, calls upon the most experienced signalman for the best that he can give.

*A. O. Tadel*



# as Means to Me

SECRETARY.



season of good will, for bringing us closer together, and of happy reunions with old friends whom we meet but infrequently in the customary stir and bustle of our official life.

*E. C. Egers*



LOCOMOTIVE.



throat—these are a few of the things which Christmas stores up for ME. And I'll have little of solace which other railwaymen will at any rate be able to

ask I get throughout the Christmas holidays, although, as many holiday-makers wouldn't go far, so I shall have a happy Christmas.

**The Locomotive**  
(HIS MARK)

THE MOTORMAN.

NO doubt lots of people think that the electric train driver's job isn't affected by the number of passengers he carries. As a motorman who has had considerable experience (I drove the first electric train from Flinders Street), I want to tell them that they are mistaken. There's a host of difficulties in handling holiday crowds and trying to run to time table. Regular travellers know exactly where to join their carriage. Holidaymakers rush confusedly from one end of the train to the other. For the electric train driver, Christmas means more anxieties, but it's all part of the service he cheerfully gives.



*A. M. Heynd*

THE CHAIRMAN OF COMMISSIONERS.



CHRISTMAS for me, as a member of our great railway family, is a time to review the successes and failures of the year which is just passing. During the year the Commissioners on their Inspectional tours have covered all parts of the State, and it is with great gratification that they record the increased interest evinced by the staff in their association with our customers, and in the better service which is being rendered, both of which are apparent from the expressions of satisfaction which are invariably made by representatives of local residents in all parts of the State. I am also glad to be able to express satisfaction in the general improvement of the physical condition of the property throughout the State. These improvements must give to all in the railway service a keen sense of satisfaction in a job well done, and an added zest for accomplishing better things in the years to come. It is with most sincere appreciation that I extend to each and every member of the railway family my best wishes for the happiest of Christmas times and a prosperous New Year.

*Charles W. Clapp*

What Christmas Means to Me - Continued on next page.



WHAT CHRISTMAS MEANS TO ME.

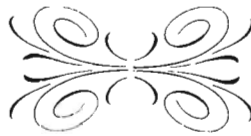
## THE METROPOLITAN SUPERINTENDENT.

**T**O the Metropolitan Superintendent and his administrative officers the Christmas season, including as it does "peak" country and suburban services, presents the chief traffic problem of the year, and notwithstanding the most careful preparation, it can be successfully handled only if each and every member of the staff willingly and



intelligently does his utmost. Assured of such co-operation, we look forward with pleasure to the opportunity to assist our citizens to spend an enjoyable 1926 holiday.

*T. J. Ball*



## THE GUARD.



**N**O holi-  
days  
for me at  
Christmas,  
of course.  
But as a  
railway  
guard I will  
be able to  
help others  
to enjoy  
their holidays. I'll have  
train loads of happy holi-  
daymakers to transport.  
My van will be overflow-  
ing with parcels, gifts,  
toys, crates of poultry.  
There won't be too much  
elbow room to get to the  
door to wave my green  
flag. Still there'll be  
satisfaction in contribut-  
ing to the usual merry  
time at Christmas. For  
we should all be merry  
then.

*J. J. Valle*

## THE ENGINE DRIVER.

**T**HIS won't be the  
first Christmas  
I've spent on the foot-  
plate. I don't sup-  
pose it'll be the last,  
either. But, although  
a plum pudding is  
certainly a more con-  
genial companion than  
a coal tender, and en-  
gine driving not as  
restful as other holi-  
day occupations I  
could name, I won't  
spend an unhappy  
Christmas. There'll  
be familiar railway faces wherever I have to take  
my heavily laden steam trains. In every corner  
of Victoria, railwaymen in all branches of the  
service will be helping travellers to spend a happy  
Christmas.



*J. B. Busack*

## THE BOOKING CLERK

**E**V E N

Under  
normal con-  
ditions, the  
railway book-  
ing clerk  
doesn't find  
time hang-  
ing very  
heavily on  
his hands; at Christmas  
time the work is  
doubled. To me, the  
Yuletide season means  
longer and longer queues,  
dwindling ticket supplies  
a dating machine which  
is never at rest, and a  
ceaseless flow of demands  
through the booking  
window. And if a frac-  
tion of the change which  
I'll have to pay out be-  
longed to me I'd be able  
to have the holiday of a  
lifetime!



*A. P. Dunn*

WHAT CHRISTMAS MEANS TO ME.

THE LAD PORTER. THE PARCELS FOREMAN. THE MAN IN GREY.



**T**O me, Christmas means more work, more work, and still more work. The ticket nip-pers will have plenty of practice, increased time-tables will be in force, and the platforms won't be noticeably deserted at any time during the day. Moreover, as the lad porter on the barrier is the first railwayman that the holiday traveller sees, I'll have a formidable bombardment of questions and requests to face. It's all in the job, though.



**W**e railway parcels foremen really handle more presents than we know what to do with at Christmas time. Parcels galore (something like 225,000 will pass through the Spencer Street Outwards Parcels Office during December), toys by the hundred, gifts from Mother to son, from Aunt Susan to little Willie—all these demand our attention. We give them the best service we can. We see that they are not delayed. A late Christmas gift means disappointment. Some of the credit which Father Christmas gets is certainly due to the parcels staff.



**T**HE approach of Christmas calls for a concentrated study and assimilation of all altered time tables and every printed instruction from Head Office affecting the holiday traffic. It is the period when one must be ever ready to anticipate that apparently insurmountable obstacle which the infrequent traveller sometimes conjures up. Remove this for him or her, and thus obtain another pleased customer. Christmas means the annual summoning up of all the courage, initiative and resourcefulness which one possesses.

THE SHUNTER.



**I**N common with the majority of railwaymen, the shunter has his busiest time at Christmas. There is the wool, the fruit, and the harvest, besides the huge passenger traffic. Every available carriage and truck has to be pressed into service to meet the increased schedules in the holiday timetables, and to ensure that there will be no hitch of any kind in the railway arrangements. For myself, with three shifts to be carried on, I won't know until the last minute whether I'll be having my Christmas dinner at home or at work!

*Jack H. Fraser*

*E. J. Wilce*

*Jas. Tallent*

*W. D. Small*

**Railway Bowlers**

**A**T the annual meeting of the Victorian Railways Bowling Association, the following office-bearers were elected for season 1926-27.

President, M. J. Canny, Esq.

Vice-Presidents, Messrs. R. McClelland, D. Blackie, Evan Richard, H. Beulke and E. B. Davies.

Committee, Messrs. J. J. Turner, G. Roberts, W. Crawford, A. Wotherspoon, A. H. Rogerson, W. Ellis and H. B. Johnson.

Hon Treasurer, W. R. Hohmuth.

Hon. Secretary, S. C. Jones.

The Undermentioned electric light fixtures have been arranged for the season 1926-27:—

- November 18.—Toorak at Toorak.
- December 1.—Coburg at Coburg.
- December 8.—Camberwell at Camberwell.
- December 14.—Kew at Kew.
- January 19, 1927.—Toorak at Toorak.
- January 25.—Port Melbourne at Port Melbourne.
- February 8.—Kew at Kew.
- February 23.—Camberwell at Camberwell.
- March 9.—East Camberwell at East Camberwell.
- March 16.—Port Melbourne at Port Melbourne.
- March 30.—East Camberwell at East Camberwell.

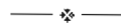
The clubs with whom fixtures are made expect us to be fully represented with four rinks on each date, and members are specially requested to keep faith with the clubs concerned.

**Flinders Street Railway Picnic**

**T**HE Flinders Street Railways Social Committee will hold its third Annual Picnic at Mordialloc on Sundays, December 5 and 12. The same strong committee, which ran the last two picnics so successfully, is again at the head of affairs, and all employees at Flinders Street, as well as those of other locations, should make a point of attending this picnic, which is held primarily to give the wives and children of railwaymen an enjoyable day's outing, and to make the day especially memorable for the kiddes by giving them picture books, sweets, fruit, and so on.

Races to be held will include those for porters, suburban guards, acting guards (porters with guards' certificates), old buffers, married ladies, single ladies, Siamese and wheelbarrow.

There will also be races for boys and girls from 7 to 16 years, and on the second Sunday there will be special races for girls and boys (daughters and sons of guards and porters only). Prizes have been kindly given by Guard E. Engelman. Programme to be published later will give full particulars of fares and times of trains.



**Signal and Telegraph Branch Picnic**

The 15th annual picnic of the Signal and Telegraph Branch is to be held on Monday, January 17, 1927, in the Queenscliff Park. The P.S. Weeroona has been chartered for the purpose. Tickets, Adults 2s. 6d.; children 1s.

An excellent programme of sports has been arranged, and toys and lollies will be distributed to the children.

# The Planet Mars—Our Near Neighbour

By J. D. Michie

THE planet Mars has a special fascination for the layman, as well as for the astronomer, inasmuch as it is probably the only member of the solar system, our own earth of course excluded, on which the existence of animal life is at all likely, as far as can be concluded from our present knowledge of our neighbour worlds.

In response to enquiries from some of our readers, asking for information about this planet, and the meaning of an opposition of Mars (or, in other words, its near approach to the Earth), on October 27th last, mention of which was published in the newspapers, we have pleasure in furnishing the following brief description:—Mars, like the other 8 planets which comprise the solar system, or our Sun system, with which is included our Moon, the satellite of the Earth, shines by reflected sunlight, i.e., it is lighted by the rays of the Sun.

Proof of this will be clear enough when we recall the fact that our planet the Earth assumes a state of darkness (night) when it turns away from the Sun, excepting during moonlight, which as we have shown is merely reflected sunlight.

It will, therefore, be obvious that the nearer the distance of the planet to the Earth the brighter it will be, and consequently more favourably placed for detailed telescopic research, in addition to presenting a more brilliant object to the naked eye.

## 141,500,000 Miles from the Sun

Mars is 4230 miles in diameter; its surface is not much more than one-quarter as extensive as that of the Earth. Its mean distance from the sun is 141,500,000 miles, 48,500,000 miles greater than that of the Earth. The inclination of its equator to the plane of its orbit differs very little from that of the Earth's equator, and its axial rotation occupies 24 hours 37 minutes; so that the length of the day and night and the seasonal changes on Mars are almost precisely the same as on the Earth. But, owing to the greater length of its year, the seasons of Mars, while occurring in the same order, are nearly twice as long as ours.

Mars is nearest to the sun of all the exterior group, and during the season of its near approach to the Earth appears to the observer as a striking ruddy star shining in the eastern sky at night, with greater brilliance than any other object in the heavens excepting the moon.

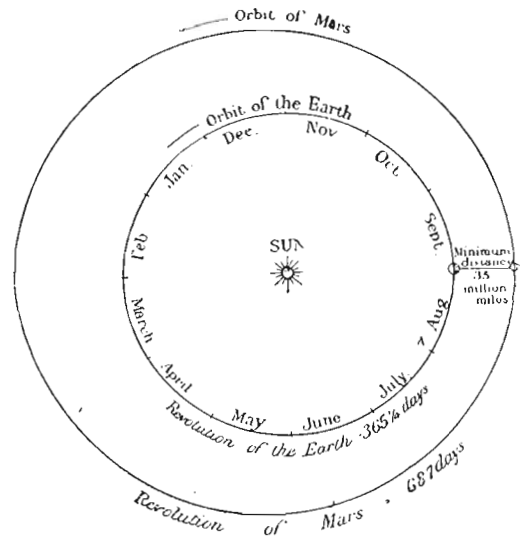
The period in which Mars performs its journey round the Sun (called the sidereal period) is about 687 days; but owing to the Earth's motion we are more concerned with what is called the planet's synodical period of 780 days than with his sidereal period of 687 days. The synodical period is the interval between two successive oppositions of the planet as regards the Earth, and 780 days, being twice 365 days and 50 days over, it

follows that we have an opportunity of seeing the planet at its best about every 2 years; and this is one of the reasons why Mars has been so much and so thoroughly studied as regards its physical appearance.

Of course, Mars is not equally well seen every 2 years, because it may so happen at a given opposition that it may be at its nearest to the Sun (perihelion), and the Earth at its farthest from the sun (aphelion), in which case the actual distance between the two will be the greatest possible. What is, therefore, wanted is for the planet to be nearest to the Sun and nearest to the Earth at the same time.

## Its Nearest Approach

The most favourable oppositions occur at the end of August, and the least favourable at the end of February. In the latter case the distance between the planet and the Earth



is nearly twice as great; this is distinctly shown in the accompanying diagram, which represents the orbit of Mars and the orbit of the Earth accurately drawn to scale; from which it will be seen that its distance from the Earth at its nearest approach is about 34,000,000 miles. At this time it is opposite the Sun, and appears on the meridian at midnight; thus, when this occurs on or about August 26th, it will be a most favourable opposition, but, on the other hand, when the planet appears on the meridian at midnight, say, as it did on October 27th, the opposition is one which is not so favourable.

Regarding the question as to whether there is life on Mars, it may be remarked that the natural tendency, in the light of modern science progress, is to regard the universe as everywhere filled with life.

## Retirements During the Month

*As long as men shall live and build; as long as they shall strive for worth-while achievement, there shall be honor and glory in work well done.*

Name.	Date of Appointment.	Length of Service.
R. J. Bennett, Train Register Checker, Block Office . . . . .	1883	43 years
J. W. Clayton, Clerk, Spencer Street . . . . .	1883	43 years
J. Kerby, Ticket Checker, Spencer Street . . . . .	1883	43 years
J. Robinson, Relieving Stationmaster . . . . .	1886	40 years
J. Rowlands, Signalman, Oakleigh . . . . .	1887	39 years
A. H. Bedson, Signalman, Benalla . . . . .	1887	39 years
E. Boyle, Repairer, Portland . . . . .	1887	39 years
T. Mck. Black, Ganger, Ringwood . . . . .	1887	39 years
D. Sweeney, Ganger, Middle Brighton . . . . .	1888	38 years
S. H. Pittman, Repairer, South Yarra . . . . .	1888	38 years
A. Hobbs, Ganger, Woodend . . . . .	1888	38 years
J. Strachan, Signal Adjuster, North Melbourne . . . . .	1888	38 years
J. Healey, Clerk, Spotswood . . . . .	1888	38 years
J. O'Loughlin, Fencer, South Geelong . . . . .	1889	37 years
J. Coutts, Ganger, Milltown . . . . .	1889	37 years
C. J. Baker, Electrical Fitter, Flinders Street . . . . .	1889	37 years
M. J. Lillis, Relieving Stationmaster . . . . .	1889	37 years
P. Anglim, Signalman, Footscray . . . . .	1889	37 years
J. McGorlick, Goods Sub-Foreman, Melbourne Goods . . . . .	1910	16 years
A. H. Daniels, Skilled Laborer, Flinders Street . . . . .	1912	14 years
J. S. Young, Skilled Laborer, Newport . . . . .	1912	14 years
J. R. Ford, Clerk, Melbourne Goods . . . . .	1912	14 years
J. Miller, Skilled Laborer, Footscray . . . . .	1912	14 years
R. W. Perry, Ganger, Kingwood . . . . .	1912	14 years
W. Robertson, Repairer, Toorak . . . . .	1913	13 years
A. A. Cousins, Repairer, Ascot Vale . . . . .	1920	6 years
P. J. Neate, Repairer, Tourello . . . . .	1920	6 years

## The True Peace-Maker

**D**ON'T be a grumbler. Some people contrive to get hold of the prickly side of everything, to run against all the sharp corners and disagreeable things. Half the strength spent in growling would often set things right.

You may as well make up your mind to begin with that no one ever found the world quite as he would like it. But you are bound to take your part of the trouble and bear it bravely.

You will be sure to have burdens laid upon you that belong to other people, unless you are a shirker yourself. But don't grumble. If the work needs doing, and you can do it, never mind about that other fellow who ought to have done it and didn't.

Those workers who fill up the gaps and smooth away the rough spots, and finish up the jobs that others leave undone, they are the true peacemakers, and worth a whole regiment of grumblers.—“Great Western Railway Magazine.”

**I**F you are not a regular subscriber to the “Victorian Railways Magazine,” you can have it sent to you each month for 7/- per annum (post paid). Communicate with the Editor, Institute Buildings, Flinders Street, Melbourne.

## The Seven Mistakes of Man

**T**HERE are seven mistakes of life that many of us make,” said a famous writer; and then he gave the following list:—

1. The delusion that individual advancement is made by crushing others down.
2. The tendency to worry about things that cannot be changed or corrected.
3. Insisting that a thing is impossible because we ourselves cannot accomplish it.
4. Refusing to set aside trivial preferences, in order that important things may be accomplished.
5. Neglecting development and refinement of the mind by not acquiring the habit of reading.
6. Attempting to compel other persons to believe and live as we do.
7. The failure to establish the habit of saving money.—“Pullman News.”

## Clouds

From distant hills their shadows creep,  
Arrive in turn and mount the lea,  
And flit across the downs and leap  
Sheer off the cliff upon the sea;

And sail and sail far out of sight,  
But still I watch their fleecy trains,  
That piling all the south with light,  
Dapple in France the fertile plains.

—Robert Bridges.

# Jottings from the Institute

## Coming Events

**D**URING the month of December some enjoyable concerts will be presented in the Institute Concert Hall. Prominent artists will appear and excellent programmes have been arranged.

December 4.—Musical Society concert.  
December 7.—Musical Society's final concert of the year.

December 10.—Miss Dorothy Gladstone's dancing pupils will conduct their annual "break-up" entertainment.

December 11.—Miss Moverley's junior pupils will render elocutionary and dramatic items.

## A Reminder for Railway Returned Soldiers

**M**EMBERS of the Victorian Railways sub-section of the R.S.S.I.L.A. are reminded that Tuesday evening, December 7, is the date of their smoke social at the Cafe Royal, Flinders Street (just opposite the Central Station).

Tickets at 3s. 6d. may be obtained from delegates at all depots, and from the hon. secretary, Mr. R. Wishart, Room 109, Railway Offices, Spencer Street.

A musical programme has been arranged, and an address will be delivered on the Permanency Act.

**W**ITH the exception of the Wednesday which occurs between Christmas and the New Year, the Victorian Railways Military Band will play at Sandringham every Wednesday evening during December.

Their recitals should attract large crowds to the beach on those nights.

**T**HE Council of the Victorian Railways Institute will entertain members of the Newport Workshops Concert Band and the Victorian Railways Military Band, with their wives, in the Concert Hall on Saturday evening, December 18.

Musical items will be rendered and dancing indulged in.

**O**N Tuesday evening, December 14, the Institute will conduct another Moonlight Bay Trip on the "Hygeia." Succeeding trips will be held on January 11 and 25. Tickets are 2s. each, and orchestral selections and dance music will be provided by the railway bands.

**T**HE local committee of the Seymour branch of the Victorian Railways Institute is arranging a grand Xmas treat for local members' children. The function will take place in the grounds of the Institute on December 18. Attractions include a Christmas tree, open air concert by the V.R.I. Entertainers, lolly and ice cream stalls and a tulip farm. Adults will be charged sixpence for admission, and every child will receive a toy from Father Christmas himself.

**A**RRANGEMENTS are now well in hand for the annual picnic of the Geelong Country Centre Area to Barwon Heads. This picnic, which has been conducted with great success for several years, has been fixed for Sunday, December 19. Races will be held, and an energetic committee is in control.

## Concert at Ballarat

**T**HE new Railway Institute Buildings at Ballarat were packed on Tuesday evening, November 9, when an entertainment was given by the "Helio Entertainers," to raise funds to assist an

ex-Railway Institute Member, the widow of W. T. Rowe.

During the interval Mr. C. Dunstan (Chief Clerk Ballarat Goods) addressed the audience, and two gentlemen present donated the sum of £1 each. The sum of £15 was raised for the appeal.

Every item was well received, and those present voted the concert the best seen in Ballarat for some time. The committee of the appeal has already asked the "Helio Entertainers" to provide another concert before Christmas.

The hall was artistically decorated by Mr. Tom Davis, who had the assistance of a J.C.W. artist, Mr. Ted. Palmer.

The artists, Messrs. Douglas, Davis, Murphy, Crosswaite, Perriman, O'Brien, McDonald and Burton, were accompanied on the piano by Mr. Tom Rees.

## Station Accounts Class

To The Editor, Victorian Railway Magazine,

Sir,—Having recently passed the examination in connection with Stationmaster's duties, we would deem it a favour if you would allow us space in your magazine to express our appreciation of the assistance given by Mr. Hally (former Instructor) and Mr. Larkins, the present Instructor at the Institute Station Accounts Class.

Owing to the high standard set by the Department, and the strict, but very fair methods adopted by Mr. Kavanagh, Examining Officer, it is necessary to have a good knowledge of all branches of Railway business; therefore, it is worthy of note by intending candidates that the Station Accounts Class covers all phases of Stationmaster's duties involved in the examination.

We are deeply grateful to the above-mentioned Instructors, and wish the class continued success.  
Yours sincerely,

W. A. FRANKENI, A.S.M.

A. L. SMITH, A.S.M.

Parkdale Railway Station.

## Ladies Entertain Railwaymen

**O**NE of the best quarterly socials yet held by the Retired Railwaymen's Club was given by the Ladies' Social Committee on October 13 in Unity Hall. The President, Mr. F. Cotter, was in the chair, there being a large attendance of members and their families.

An excellent musical programme had been arranged by Mr. H. B. Tout as a compliment to his father, who is an enthusiastic member of the club. Such a kind action on the part of Mr. Tout has been highly spoken of, and special thanks are due to him for the fine combination of artists which he brought along. The various items each contributed were doubly enjoyed.

The artists were:—Miss Violet Peredeau, soprano; Mr. J. Alexander Browne, baritone (he also led the community singing in which the audience heartily joined). Messrs. Ralph, Rusden, Ford and Patier, comedians and entertainers, made a great hit with their novelties and comicalities. Mr. Fitzgibbon, Jr., introduced some magnificent steps in clog-dancing. Miss Skeers deserves special mention for playing some fine selections on the piano. Messrs. Hedley and Bartlett rendered numerous musical novelties in such a pleasing manner that the audience did not seem to get enough of them. Mr. Will McKay was a most helpful and sympathetic accompanist. Refreshments were handed round during the interval.

Regret was expressed that the popular secretary, Mr. M. Quinn, was unable to be present owing to the death of his daughter. A presentation was to have been made to the Past President, Mr. J. B. Baker, but owing to his absence in the country the matter was deferred until next monthly meeting.—J.B.B.

## Be at Home in Your Work Place

**M**OST working people have two homes—one where they spend their leisure hours and one where they earn funds to pay “the butcher, the baker, the candlestick maker.”

Yet few people appreciate their workplace as their second home and, least of all, from the angle of hygiene. It is uniformly recognised that the eight hours which the average working person spends in his workplace are among the most strenuous of the 24 that make up the day.

In his workplace, he is usually part of the elaborate machine of industry which, for efficiency's sake, exacts a certain conformity to the needs of the job and the sacrifices of individual comfort and ease. In his workplace, he is brought into contact with a large mass of material and many individuals, all of which tend to increase the opportunities for infection, the opportunities for the “catching” of disease from others.

To overcome any unavoidable disadvantages of environment, the worker in shop, in factory, in office or in store, should practise the best type of personal and shop hygiene.

Now what are some of the special things that merit consideration?

Of course, no one of a civilised nature will expectorate in his workplace. Spitting, as it has been well stated, spreads disease. No one with a cold “green or ripe” should cough or sneeze carelessly. Covering your cough or sneeze by the palm of your hand, by the sheet of paper before you, or by the article that you are handling is not sufficient—use your handkerchief!

Good shop personal hygiene requires the frequent washing of the hands and particularly the washing of the hands before eating. Good shop hygiene pays attention to ventilation and fresh air. Good shop hygiene means taking advantage of all the Safety devices that are available. Good shop hygiene bears in mind accident prevention. There are a score of other points about which, in your franker moments, you will be ready to admit you neglect.

Be at home in your workplace and both you and those who work with you will enjoy better health.

## Wedding Bells



**M**R. A. F. BROWN, a popular member of the Flinders Street platform staff, was recently married to Miss Mary Clarke, at North Melbourne.

His workmates gathered together at Antonio's Hotel before the marriage, and Mr. R. Stanley presented him with a handsome clock. Senior porters Rae and Mullaly and other railwaymen wished him the best of luck on behalf of the staff.

## Motion Lost, But Cause Won!

**T**HE following letter from Mr. A. L. O'Shea, of Upper Ferntree Gully, needs neither explanation nor comment:

*“At a meeting of the Combined Progress Associations of the above Shire, held at Emerald on November 13, the following motion was moved by the Belgrave delegates:*

*“That we enter an emphatic protest against the Railway Commissioners in running a 'bus service between Belgrave and Melbourne in opposition to the present efficient road service.”*

*“About six delegates supported the above motion, but I am glad to say it was NOT carried. An amendment that ‘no action be taken at the present time’ was finally adopted.*

*“I am also glad to state that your service received support from several delegates, whom I thought were opposed to you.”*

## Our Part in Health Week

The health of the people of the State and of the Railway Staff is a matter which vitally concerns the prosperity of the Railway Service.

**T**HIS is a truth fully realised by the Railways Commissioners, who did not fail to do their part during Health Week (November 14 to 20) to promote the physical well-being of the people of the State and enhance national prosperity.

An attractive pamphlet, entitled “Health—How to Keep Well,” was printed by the Department, and 50,000 copies of this little brochure were circulated among the public.

Co-operation is the key to success in all campaigns, and the Department further helped the Health Association by exhibiting at all stations throughout the State posters dealing with the cancer scourge and other aspects of disease.

A series of Health Lectures was arranged at all the principal workshops and depôts in the Metropolitan area, and the desire to obtain knowledge of the laws of health was clearly indicated by the enthusiastic attendances at the meetings held.

## Stars

Nothing more friendly, old,  
Man knows on earth than these  
Bright shapes that shepherds and sailors have  
blessed  
In fields: on seas.

Yet millions of strange years  
They, set in Heaven's dark face,  
Have sung of loneliness, dancing  
To empty space.

—F. W. Harvey, in “The Spectator.”

## Why My Job Is Important

# Ticket Checking is Essential for the Protection of Railway Revenue

Railway revenue during the last financial year was £5,425,804, which was paid for 168,054,308 passenger journeys. In a business with such enormous turnover, opportunities sometimes exist for a dishonest customer to defraud that business of "payment for service rendered." This and other reasons are given in the following article by Mr. George Johnson, Chief Ticket Inspector, why his job is important.

**M**Y job is important because I am held responsible for organising and directing the operations of the Special Checking and Ticket Checking Staff, specially selected for the purpose of detecting wrong-doers, and protecting the revenue of the largest business of this State.



Mr. Johnson.

Because the passenger receipts for the last financial year represent £5,425,804, the largest item of revenue of the Railway Department, and the 168,054,308 passenger journeys, it is essential that this large passenger revenue be conserved by an expert and organised checking staff, in the interests of the Department, and its shareholders (the ratepayers of this State).

### More Reasons

Further, my job is important because to organise and supervise the ticket checking arrangements for football, special race, show and holiday traffic at Spencer Street, Flemingington, Caulfield, Williamstown, Upper Fern-tree Gully, and elsewhere, entails the careful preparation of rosters and the selection of the staff qualified to deal with special traffic.

The activities of the special checking staff and conductors are controlled by me. In addition to protecting the passenger revenue, the staff are also organised to keep a close check on parcels, luggage and cloak room revenue, as well as by-law offences (offensive language, passenger under influence of drink, smoking in non-smokers, trespassing on lines of way, destroying departmental property, and so on).

Part of my job necessitates the instruction of the large special ticket checking staffs how suitably to deal with the many problems which come under notice daily in connection with their duties, such as by-law offences, complaints, and so on. This entails much serious

consideration, resource and tact to deal with and smooth over many of the differences which arise between passengers and employes.

I am a member of the Officer's Monthly Conference, which discusses all phases of railway operation, with a view to improvement and economies being effected. I am also a member of the Ticket Committee, which reports on and recommends improvements in the ticket system of the State.

On my job I am assisted by a staff of very capable officers and men, who take a keen and intelligent interest in their work.

### Strenuous Holiday Time

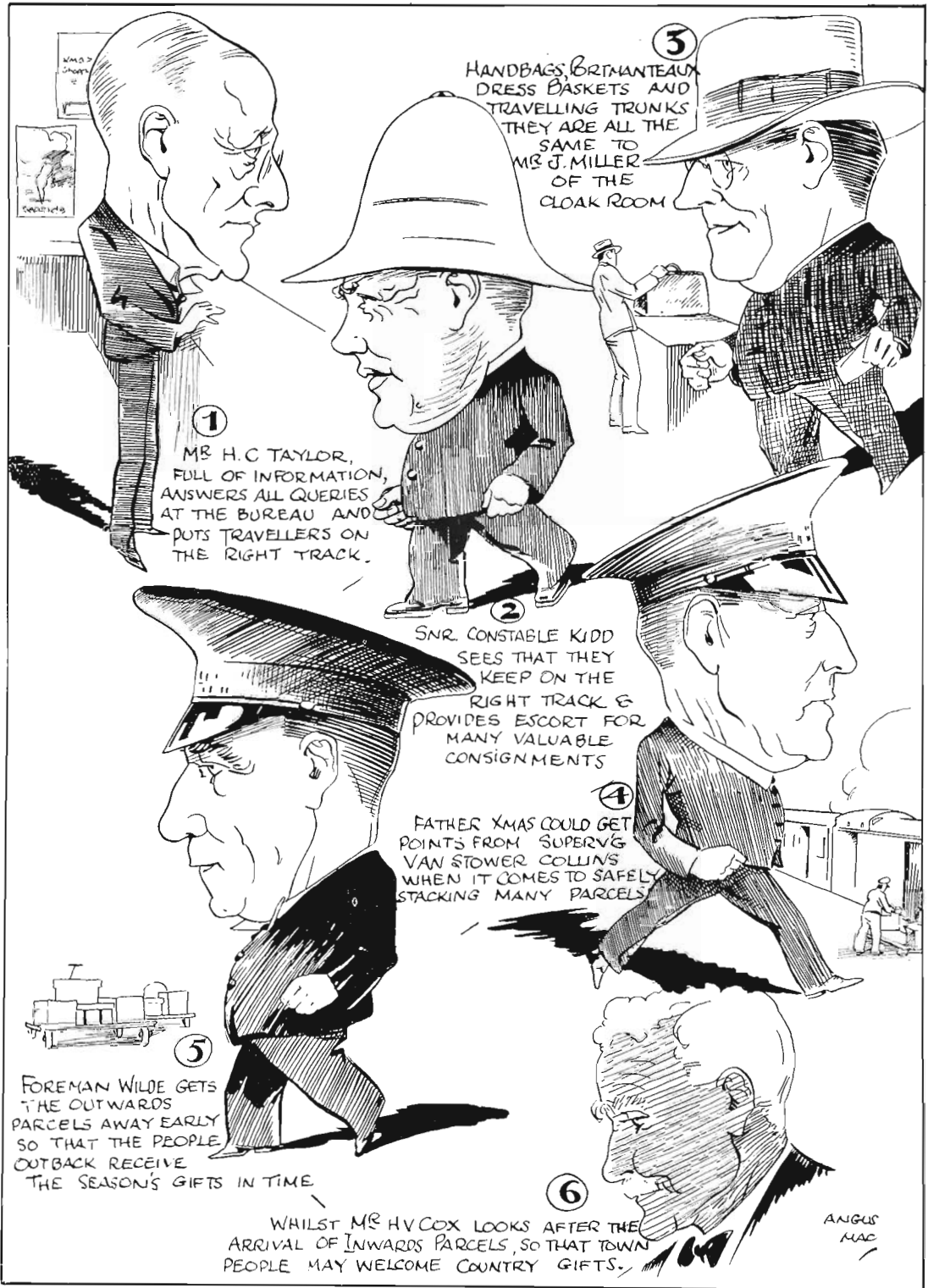
The busy holiday season is approaching, in fact is with us now. The Chief Ticket Inspector's Staff has a strenuous time in making arrangements to deal with all kinds of special passenger and race traffic, especially during the Christmas period, and it is essential at this time of the year, when there are many avenues for fraudulent travelling, and consequent loss of passenger revenue, that the staff at stations should be specially alert to prevent and detect by-law offenders.

To carry out their job efficiently in this respect, it is necessary for them to make a careful study of all Special and Christmas Holiday circulars issued in connection with train services, and to memorise the commencing date of issue of cheap and holiday excursion tickets, the trains by which passengers should travel, the restrictions as to the commencement of return journeys, and the dates available of tickets issued.

It is important that our customers be furnished with correct information in this respect. Officers-in-Charge can assist the staff very materially by seeing that the circulars and instructions are made available for their perusal.

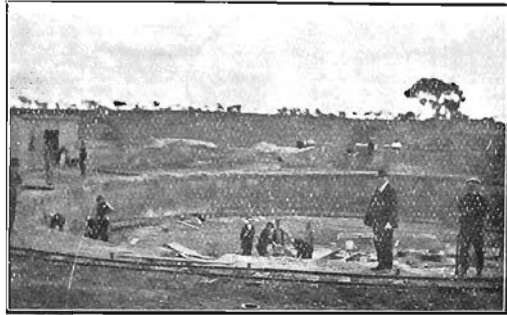
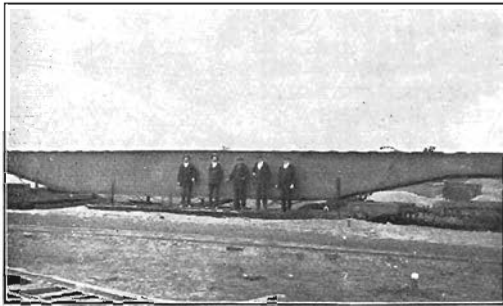
During this period, especially on race days, horseboxes, cars and carriage seats have to be very carefully checked. Only recently two well-dressed passengers were prevented by the vigilance of a conductor from having a free ride for 200 miles, and defrauding the Department of fares to the value of £2 12s. 10d.

# "Angus Mac" Spends Half-an-Hour at Spencer Street Station





# What the Districts Are Doing



*New Loco. Sheds are now under construction at Ouyen. The photograph on the left shows the turntable, in front of which are standing (left to right) Ganger Edmonds, Carpenter Taylor, Signal-Adjuster Warren, Road Foreman Schurer and Works Foreman Baird. The right-hand picture shows work in progress on the turntable pit.*

## Bendigo

**B**ALLASTING operations have been completed on the Kooloonong line, and arrangements are now being made to deal with the Tooborac, Echuca and Cohuna lines. The Robinvale line is now being dealt with.

Additional siding accommodation at Castlemaine was made available for use on October 15, and the provision of additional watering facilities at this station in the nature of an additional 6000 gal. tank and two additional water cranes is being proceeded with.

The institution of remote control of points and signals at Maldon Junction has rendered necessary the relaying of portion of the track, which work is well in hand.

About 1½ miles of track between Murray River Bridge and Barnes has been relaid, and the renewal of points and crossings at Moama is now in hand.

The reconditioning of track near Wychitella has been completed, about 4½ miles of track having been dealt with, and the strengthening of track with additional sleepers between Kerang and Swan Hill is being pushed on with. At Quambatook the construction of a 70ft. turntable and siding in connection therewith is being pushed on with, and the work is well in hand.

A new concrete D.R. has been erected at Macorna as accommodation for the S.M.

New cattle yards at Bridgewater have been completed.

A standard cattle pit crossing is being provided in lieu of existing gate crossing at Rowe Street, Castlemaine, and crossing will be protected by a wig-wag signal when gates have been removed.

## Ballarat

**T**HE relaying of track between Tempy and Ouyen is progressing satisfactorily. A new concrete D.R. at Tempy is being finished off. Passenger platforms at Mildura, Donald and Birchip are being extended, the work at Mildura being nearly completed. Sewerage treatment works are to be installed at Birchip and Ararat. At Tarranyurk the station yard is to be extended to facilitate loading of the forthcoming harvest. Similar work is to be done at Boonoonar.

Seventy-foot turntables are to be provided on new sites at St. Arnaud and Mildura. Good progress with the track thereto is being made at the latter place. New residences in concrete are to be erected at Massey, Wal Wal and Watchem. The last residence (the fourth) at Dimboola has been completed. Private sidings for the Vacuum Oil Co. are being provided at Donald and Ararat.

On the Dunolly to Inglewood line many bridges are being filled in. In the Ballarat yard a combined water tank and crane is being erected to facilitate the watering of engines.

## Seymour

**T**HE splendid general rains which were experienced throughout the whole of October benefitted the early and late sown crops alike, and a good yield is now assured. Notwithstanding that the acreage under crop is slightly below that of last year, due to manure shortage and unseasonable conditions at seeding time, there will be a very heavy increase over the previous yield, which was 986,998 bags. Present indications are that about 2,600,000 bags will be harvested.

The present season has been one of the most favourable dairying seasons ever experienced in this district. Good rains right through from the break of the dry spell last March have caused an excellent growth of grass all the year. Generally speaking the price of butter fat has been lower, but the greatly increased returns have to some extent compensated the dairy farmers. For the mixed farmers, who combine dairying and sheep raising, with cropping, the season has been very bright.

It is interesting to note from a report presented by Mr. Pye, Cerealist at Dookie College, to the Council of Agricultural Education, that a total of 775,000 acres in Victoria were sown this season with Dookie wheats, or more than 25 per cent. of the total area sown in the State. Areas were also sown with Dookie wheats in all other States in the Commonwealth, and also New Zealand.

## Tobacco Cultivation

The cultivation of tobacco plant seedlings in the Cobram and Tocumwal Districts has been rapidly extending, and millions of the seedlings are now raised to the tobacco growing areas. Previously, plants grown in this area have been free from the dreaded "blue mould" disease—the dreaded scourge of the growers, but the industry has, this year, received a great set back by the appearance of the disease at Cobram and Tocumwal.

Despite the undeniable ravages caused by the trip pest the fruit crop is not the complete failure at first proclaimed. The apricot crop promises to be quite equal to former years. However, the mid-Summer cling peaches, which provide the bulk of the canning fruit, will be almost a complete failure. The pear crop will also be an exceptionally light one, but Pullar's cling have set much better than anticipated, and the yield, although much smaller than last year, will be a fair one. The Shepparton Cannery has entered into an agreement with the growers, many of whom are large shareholders, to pay £12 per ton for apricots, peaches and pears during the forthcoming and following season. This is an increase of £2 per ton on former years.

As the result of a decision reached at the last meeting of the Rodney Shire Council, it was unani-

## Careful There !

**H**OW often when we cross the street, or hazards in the shop do meet, our minds are wandering from our work and all our safety senses shirk, somebody gives a warning shout, "Hey, Cobber, watch your step, look out!" We stop and look with foolish grins and dodge in time to save our skins.

**T**IS not alone the brainless fools who disregard the safety rules. The careful man will sometimes slip; he needs a friendly warning tip when he forgets that danger's near, or ignorance prevents all fear.

**B**ILL'S mind is at the cricket game while Bill is underneath a crane. Give him a warning loud and clear to catch his inattentive ear. He'd surely do the same for you, or any member of the crew.

mously resolved that steps should be taken to utilise for fruitgrowing several thousands of acres of virgin and grazing land in the Kyabram, Tatura and Tongala Districts. Public meetings are to be held at Tatura, Kyabram and Mooroopna for the purpose of appointing committees to approach the Development and Migration Commission to lay down proposals for expansion.

In the issue of "Shepparton News," under date of 1st November, this journal gives prominence to the V.R. Magazine. It refers to our Magazine as a brightly written and very well got up publication, containing a great deal of information of much interest to the general public as well as to railwaymen.

The peak period with the wool traffic has now been reached, and will continue heavy for some time. The clip has turned out exceptionally well, and the wool is of good quality.

## Geelong

**A** COMPARISON of the wheat traffic dealt with at the Port of Geelong for the years 1925 and 1926 is as follows:—

	Season to 31/10/25.	Season to 31/10/26.
No. of bags shipped	4,036,526	1,429,256
No. of bags in stacks	32,091	3,351

During October this year six boats discharged 25,092 tons of coal, compared with five boats totalling 22,664 tons in October, 1925. The majority of this coal is consumed locally, which indicates the importance of Geelong as an industrial centre.

The wool traffic has been considerably heavier to date than was experienced last year. Up to the present time 76,605 bales have been received at the Geelong station, against 42,738 bales for the same period of 1925.

Good progress is being made with ploughing and chipping fire breaks. Very little grass burning has been done owing to the unseasonable weather.

Ballasting, with the exception of that required from Manor, has been practically completed.

The Commonwealth Oil Refineries and the Vacuum Oil Co. Ltd. have established depots at Hamilton. To provide siding accommodation Messrs. Saltau and Son's private siding was extended.

The repegging and grading of wheat sites have been completed in readiness for the coming harvest.

### PERSONAL ITEMS

Transfers have taken place in this district as follows:—Mr. W. Roffey, R.S.M., Gembrook to c/o this Office; Mr. V. Taylor, S.M., Langi Logan, to S.M., Millbrook; Mr. H. Santley, R.S.M., c/o this Office, to Ben Nevis.

## Oakleigh

**D**URING the month further progress has been made with special works in this district, some having been completed and others put in hand.

A commencement has been made with the replacing of 60 lb. rails, points and crossings at Traralgon with 80 lb. material, and an extra gang is employed on this work.

In consequence of the running of Departmental road motor passenger transport, housing accommodation is necessary for our 'buses, and the recently inaugurated service to Portsea necessitated the erection of a garage at that place, which, although always a popular seaside resort, will be even more so in the future; the provision of the new travelling facilities to this beautiful beach is naturally an added attraction for the holiday maker.

At Calrossie, the siding in its old position was not considered satisfactory, and it is now being removed and relaid on a new site. This alteration will make for improved train working.

The work in connection with the provision of the two new stations between Clifton Hill and North Fitzroy and Canterbury and Surrey Hills is now well advanced, and every effort is being made by the staff to have them opened for traffic as early as possible.

At Healesville, a new race and yard for cattle are being erected, and on completion will be a decided acquisition to loaders of stock in that district. Additional residences are constantly being provided for the staff, and work is now progressing on the erection of new houses at Maffra and Nyora.

Very close attention is being given to bridges, the maintenance of which is very heavy in this district. Several gangs are employed at present in the vicinity of the Koo-wee-rup swamp effecting repairs and renewals to the bridges there.



Mr. Jack Field, Driver-in-charge Loco. Department at Warrnambool, concerns himself about every phase of his job. That tends to make it more efficient to the general welfare

Always on Time.

he has missed only two—the first, and one of the Empire Parliamentarians' day trips.

Bendigo's Mumps.

**B**ENDIGO, according to all reports, seems to be suffering from a collective attack of mumps. Traffic Inspector McLean has secured a full issue, and other railwaymen are nursing swollen jaws. Fear, however, of infection or contagion or whatever it is that sends people into the mumps and dumps, didn't prevent the staff getting together the other day and giving Train Running Officer R. F. Dodds a rousing send-off and a travelling bag before his departure to Central Control Office, to which he has just been promoted. Neither did it prevent Mr. H. Thompson, of the Goods Shed clerical staff, joining the ranks of the Benedicts—a further occasion for gift-making by the Station Staff. Mr. and Mrs. Thompson, by the way, have wisely decided to evacuate the mump area and honeymoon at the seaside.

Send-off to Boort S.M.

**M**R. R. S. PHILLIPS, who was recently appointed Traffic Inspector at Bendigo, was farewelled by his Boort friends prior to his departure from that town, where for four years he had served as Stationmaster. He and the members of his family were the recipients of handsome presents.

Symbolic.

**I**F a man can't give rein to his sense of symbolism when he is presented with something on what it tickles our sense of the sonorous to call an "auspicious occasion," when can he? Mr. W. J. Pateman, of the Rolling Stock Accounts Office, who, the other day, was presented by the Rolling Stock Accountant, Mr. Bustelli, on behalf of Head Office, with a set of cutlery and a travelling rug, showed a nice taste in symbolics in associating the knives with his severance from the Department, and the rug with comfort in the cold world outside—the inference being, of course, that nothing could sever the warm, comfortable friendship which 44 years' service had cemented with his fellows. Mr. Pateman was booked on annual leave, prior to retirement, on October 23.

Send-off by Railwaymen from Two States

**A**N event that seldom falls to the lot of a Victorian railwayman recently came the way of Mr. Dave Fisher, Clerk, at Tocumwal. He had received word of his transfer to Shepparton after five and a half years' service at the border station, and he had the unusual but very pleasant experience of listening to some flattering remarks of regret at his departure from a New South Wales stationmaster, as well as his Victorian officer-in-charge. The New South Wales stationmaster was Mr. Mathers, and the Victorian S.M. was Mr. Beagley. Mr. Maltby, clerk, also put in a suitable word or two before Mr. Fisher modestly laid hands on the wristlet watch and tennis racquet which were presented to him.

A Transfer with Far-reaching Effects

**M**ARYBOROUGH football club committee is mourning the loss of its secretary. Committeemen are of the opinion that they will have to replace an organiser and a manager as well. The local cricket committee is inconsolable at the departure of the manager of its club also. Then the groundsman at the Princes Oval is grieving at the disappearance of an energetic person, who has on many summer mornings voluntarily assisted him to prepare and roll the wicket at the oval. And Mr. H. E. Russell, District Superintendent, finds that he must secure a new clerk for his staff. Further, the "Magazine" has been bereft of the services of its Area Correspondent. All this does not mean that an epidemic has swept through the town, or that a sudden exodus of the Maryborough population has occurred. The simple explanation is that Mr. Les. Phelan, of the District Superintendent's staff, has been promoted and transferred to Head Office. For Mr. Phelan has actively associated himself with local sporting activities ever since he has been located at the station, and has freely and willingly devoted most of his spare time to fostering the interests of Maryborough athletic bodies. He managed the cricket team on two of its visits to Melbourne for the "Country Week" games, including the 1924 trip, when Maryborough won the premiership without sustaining a defeat. There was every justification, therefore, for the appreciative speeches made by prominent sportsmen at the little function held in his honor at the Bull and Mouth Hotel. Mr. Phelan was presented with a wallet of notes for himself and another for his wife by the president of the football club, and a travelling rug by the committee of the cricket club.



### Korumburra Loco. Man Gets Glad Hand

**K**ORUMBURRA loco. men have always looked on Fitter's Assistant J. J. Marriner, as something more than a jolly good fellow, and a week or two ago, headed by the District R.S. Superintendent, Mr. Carter (for whose father Mr. Marriner fired a quarter of a century or more ago), they got together and told him so, emphasising it with a gold medal and a fountain pen. The idea was to give him the glad hand on his retirement after 40 years' service, and their sympathy because a physical disability had made the retirement necessary. Mr. Marriner tells a good story of his early days at Korumburra, then sparsely settled. On



his usual way home, one night, through ferns and bracken shoulder high, he spotted someone ahead. "Evening, Frank," he yelled. The answer, if any, being inaudible, he tried again with the same result. Hurrying on, he caught up with the explanation—a big old man kangaroo! Mr. Marriner leaves behind him in the loco, shed a good deal of evidence of his keenness for the job, in the shape of appliances and so on he has invented.

### Tallangatta Farewells Driver Burke

**I**NSTEAD of taking his usual place on the footplate, Driver-in-Charge J. Burke left Tallangatta the other morning comfortably seated in a carriage. He was able to enjoy the novelty of resting while another driver looked after the engine of the train. Official transfer to Moe was the reason for Mr. Burke's temporary leisure. Before his departure from his old headquarters, he was farewelled by a large gathering in the Tallangatta Hotel. Driver W. A. Wark occupied the chair, and filled it well—literally and physically. A handsome presentation of a wallet of notes and case of Barling pipes changed hands. To fill the vacancy at Tallangatta, Seymour has parted reluctantly with Driver C. Cronin.

### Some Advice and a Tea Service

**A**NY young man who is contemplating matrimony could have learnt a thing or two if he had listened attentively outside the door of the District Superintendent's office, Seymour, a few weeks ago. He would have heard two experienced Benedicts—Messrs Neal and Stone—handing out some good advice to Mr. G. T. Webb, in the presence of Mr. A. J. Morris and members of the staff. Mr. Webb was recently married, and has just been transferred from Seymour, so that the silver afternoon tea service which Mr. Morris tendered him was a tangible token of the staff's regret at his departure, as well as the conventional wedding gift. Messrs. Morris, Jones and Willis supported the good-humored advice of Messrs. Neal and Stone, with the heartiest of good wishes for the happiness of the young couple.

### Our Two New Medicos

**D**R. John Gordon, Victorian Railways Medical Officer, is happy. Two surgeons, both qualified oculists, have been appointed to assist him in the task of seeing that aspiring railwaymen are as physically fit as Nature intended them to be. During recent years the work of the Railways Medical Officer has increased four-fold, and with the location of the Surgeons in the new, finely-equipped ward at Spencer Street, Dr. Gordon will now be able to concentrate physical, visual and hearing examinations under the one roof. The new Medical Officers are Doctor F. P. Edwards, of St. Kilda, and Doctor G. Sutton, of Toorak.

### Both are Eye and Ear Specialists

Doctor Edwards, who has been a general practitioner for 17 years, is Health Officer to the city of St. Kilda, and instructor and examiner for the University of Melbourne in preventative medical field and office work. He was clinical assistant for two years at the Alfred Hospital, and had eight years' experience at the Caulfield Military Hospital. Here, in collaboration with Sir James Barrett, Doctors Stanley, Foster, Lawrence and Sewell, he assisted in the treatment of eye, nose, ear, throat, skin and nervous ailments. He collected his M.R.C.S. and L.R.C.P. in London, M.B. and B.C.H. at Cambridge, and also holds the Diploma of Public Health, Melbourne. A graduate of the Melbourne University, where he obtained his M.B. and B.C.H. with honors, Dr. Sutton, the other appointee, has studied in London, with three years' experience in the Central Eye, Ear, Nose and Throat Hospital. He has been in practice for 22 years, has acted as resident surgeon at several metropolitan hospitals, and served for four years at the war, being specialist at the Fargo Military Hospital for some time. Dr. Sutton was formerly practitioner in York (South Australia), where he was a Justice of the Peace. As Clinical Assistant he has worked with Sir James Barrett at the Melbourne Eye and Ear Hospital.

## TO CONTRIBUTORS

**T**HE Christmas Holidays make December a short working month. It is therefore essential that all matter for publication in our January issue should reach the Editor considerably earlier.

**"COPY" CLOSING DATE  
WILL BE DECEMBER 10.**

## Good Service Appreciated

(Continued from Page 31)

### "EVERYONE DELIGHTED."

ON behalf of over 400 passengers who travelled to Charlton by special train on October 16, 1926, and also the Melbourne committee, I have been instructed to convey to you our thanks for the fine train your Department provided on that occasion. Everyone was delighted with the fine carriages, and the idea of the carriages and corridors being open enabled old friends to greet each other. All your officials along the route were courteous and obliging. We would like to mention the train crew at Korong Vale, led by Mr. M. Killen, who were very helpful in decorating the engine and arranging other details, also the Stationmaster at Charlton, Mr. McMasters, and staff at the station, for their help on our arrival at our destination. Mr. Frank Corrigan, also of the Railways Department, rendered us great assistance during our journey. Again thanking you.—John A. Williams, Secretary, The John A. Williams Stores, Elsternwick, writing to the Railway Commissioners.

### DESPATCH PIGEONS.

I HAVE been instructed by my committee to forward you a letter of appreciation of the very fine work which was done by members of your staff at the Spencer Street Goods Shed, and also at the Tottenham Station, in seeing that pigeons, which were consigned to us from Victoria, New South Wales and South Australia during last month, were given prompt despatch. It was due to a very great extent to their efforts that the birds arrived in excellent condition. I would like to specially mention the work of Mr. C. Corbett at Spencer Street. — Frank S. Tubb, Secretary, Melbourne Gun Club, writing to the Chairman of Commissioners.

## The Orange-Lemon

THERE has been a wedding in the Californian citrus belt, uniting members of two well-known families—the Orange and the Lemon. Mr. Harry Shipkey, who performed the ceremony at his ranch west of Anaheim, has achieved something that will set the whole citrus world talking. The Mildura district will be especially interested.

According to the "Californian Citrograph," Mr. Shipkey, after five years of experimentation in budding the two fruits, produced the lemon-orange, a fruit combining all the features sought by horticulturists for the ideal citrus fruit.

The new fruit will grow the year round. It has the hardiness of the orange, and will hang to the limbs of trees, not dropping to the ground as do lemons. It has the color and taste of the orange and the elongated shape of the lemon, and the tree has leaves of both orange and lemon shape. Its profuse growth, independent of season, renders it more prolific than either the orange or lemon, and its shipping qualities are claimed to surpass those of its parents.

Should the development of buds which are now being cut from the experimental tree prove successful, citrus growing throughout Southern California may be revolutionised.

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## How Most Accidents Occur

**W**HAT classes of accidents are the most common? What grades have the most mishaps?

These are very pertinent and important questions.

The answers are found in the classification of mishaps to railway employes compiled from the accident reports for the month of September, 1926. Broadly, it is disclosed that the following are the most common types of mishaps:—

Slipping.  
Tripping.  
Strains.  
Objects falling.  
Objects slipping from grasp.  
Stepping on to stones, sleepers, etc.  
Septic poisoning.  
Crossing the pit.

The grades in which the most accidents occur are found to be those of Supernumerary Laborer, Laborer and Lad Laborer, Skilled Laborer, and Porter. The summary also reveals that accidents are far too common to many other grades, while the returns of casualties to the staff disclose that almost every grade or class in the Service is represented at some time or another.

So we see that no railwayman, no matter on what work he be employed, can afford to ignore the oft-repeated injunction to practise "Safety First."

Study these accident classifications.

They contain information that is vital to every railwayman. They show him how men get hurt.

Grasp the knowledge that is here presented to you, and profit from the accident experience of others.

**STOP TO THINK, BUT DON'T STOP THINKING.**

### Mind That Gun !

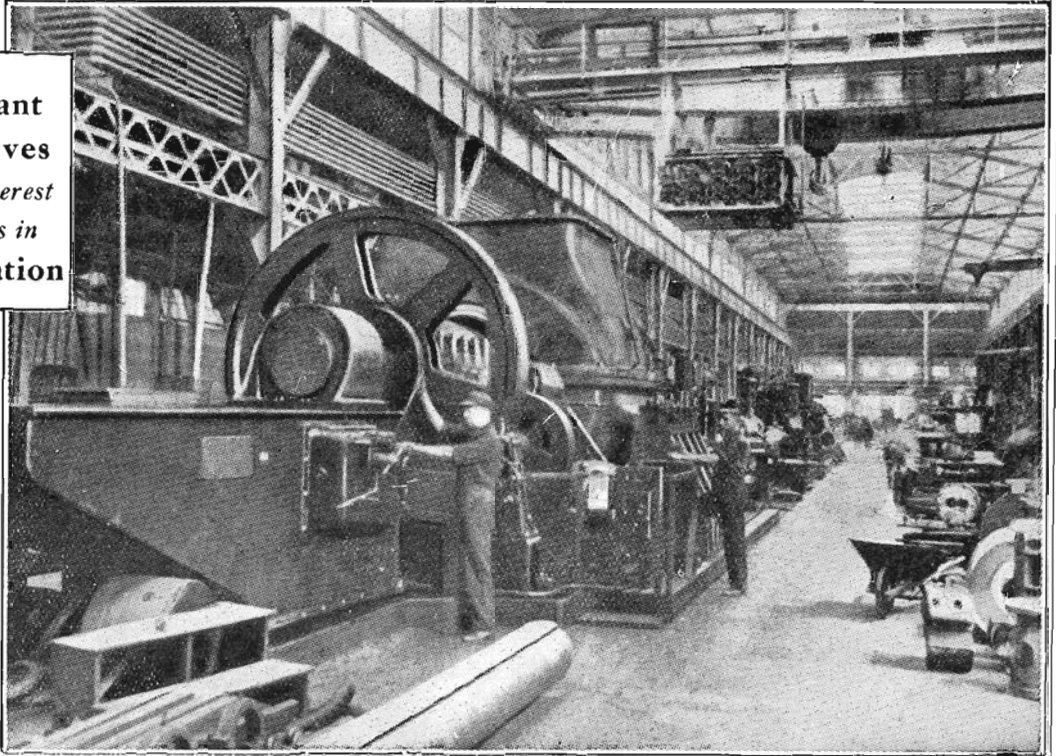
**A**NYBODY who knows anything at all about safety does not need to be told of the great danger of leaving a loaded gun lying about.

There is another kind of "gun" which can be equally dangerous if left lying about in a position where it can be interfered with by any passer-by. This gun is known as the pneumatic riveter. If this machine is left with the air on it takes but a small touch of the trigger to release it, with the result that the "snap" will fly out with a velocity that will seriously injure anybody in its path.

Always shut off the air when a pneumatic riveter is not in use.

Remove the "snap" from the hammer.

**Why Plant  
Executives  
should interest  
themselves in  
Lubrication**



## Lower Operating Costs

**T**HERE is no argument—it's a logical conclusion that correctly lubricated machinery does lower operating and productive costs. Lubrication is an exact science, therefore efficient and economical operation can be secured only in your plant when the oils meet with scientific exactness the lubricating requirements of your machinery.

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## Interstate Railway Institute's Amateur Boxing and Wrestling Competitions

A LARGE and representative gathering of Councillors and members of the Institute welcomed the visiting teams of boxers and wrestlers from New South Wales, Queensland and South Australia, when they met in the Victorian Railways Institute Concert Hall, on the evenings of October 20-22, to try conclusions with the athletes of the Victorian Railways Institute.

Amongst those present were Mr. Commissioner T. B. Molomby; Mr. T. F. Brennan, Chief Accountant; Mr. Jas. Conlan, Out-door Superintendent, together with the managers and other representatives from the various States, who accompanied the teams.

The contests were very spirited and interesting, Victoria winning the rubber.

The following are the results in the various sections:—

### WRESTLING.

**Feather**—N. McDonald (Vic.) beat W. Conway (N.S.W.). **Light**—H. Sutton (N.S.W.) beat C. Angelo (Vic.).

### BOXING.

**Bantam**—J. W. Haines (Vic.) beat T. N. Wilson (Q.). **Welter**—C. J. Hill (N.S.W.) beat M. Lucas (Vic.). **Light**—T. Wilcox (N.S.W.) beat J. L. Horsman (S.A.). **Feather**—C. Mahar (S.A.) beat J. H. McGrath (Vic.). **Heavy**—C. Rothwell (N.S.W.) beat W. H. Miller (S.A.). **Middle**—P. Barnes (S.A.) beat G. Crisp (N.S.W.). Thus the championship points gained by each State are:—Victoria, 5; N.S.W., 3; Qld., 0. So that Victoria won by 2 points.

An outstanding feature of the contests was the willingness displayed by the competitors, and, if there was any lack in skill and ring craft, it was made up for in eagerness and dash. At the close of the competitions each night the visitors, together with the Victorian competitors, were entertained by the President, Mr. J. S. Rees, when a most enjoyable hour was spent.

The officials were:—Referee — Boxing, Mr. Syd. Sherrin; Wrestling, Mr. Frank Adams. Ringmaster —Mr. Geo. Dowsett. Timekeeper—Mr. R. A. Guyot. Glove Steward—Mr. W. J. Donald. Weighing Steward—Mr. J. S. Stewart. Cornermen—Messrs. Geo. Corkill and D. Ryan. Doorkeepers—Messrs. Eddy and Wilson.

On Saturday evening the teams, with their representatives, together with other friends and Victorian representatives, were the guests of Mr. J. S. Rees at a social evening.

The Interstate visitors were:—New South Wales —Mr. Russell, Secretary R. and T. Institute; Mr. J. News, Manager of Team; Mr. R. O. Hilliard, Trainer; Committee, Messrs. C. Harris and J. Cole. Queensland—Mr. D. F. Merrit, Acting Chairman, and Mr. Atkinson, Secretary. Qld. Railways Institute; Mr. J. Rivers, Manager; Mr. P. Foran, Trainer. South Australia—Mr. S. A. Johnson, Manager; Mr. J. F. Gormley, Trainer. The catering was in the capable hands of Mr. C. McParland, Steward of the Victorian Railways Institute.

On the Sunday, the whole of the teams, headed by several councillors of the Institute, together with

the General Secretary, and other friends, forming a party of about sixty persons, journeyed to Gembrook, leaving Flinders Street by the 10.50 a.m. train. On the journey thither the weather was all that could be desired; the sun shone beautifully, thus lending a charm to the magnificent scenery, especially that through which the narrow gauge line train wended its way up the finely timbered mountains, round their shoulders, down the other sides, and across the many beautiful fern-bordered creeks, that are seen during the course of the journey from Upper Ferntree Gully to Gembrook.

Nobelius's extensive nursery at Emerald, which was seen to full advantage on account of the zig zag direction of the railway through it, was greatly admired, the varied colors of the numerous blooms and plants presented a magnificent scene, several of the visitors remarking that the beautiful sights met with far surpassed anything they could have anticipated.

On arrival at Gembrook luncheon was waiting the party at the "Range Hotel," after which a most enjoyable two hours were spent in visiting the nearby fern glades and beauty spots.

The homeward journey was commenced at 5.30 p.m., and Melbourne reached at 8.30, everybody seeming to have thoroughly enjoyed the trip. A contingent from the Victorian Railways Institute Orchestra, under the conductorship of Mr. Belcher, supplied stirring music during the journey to and fro, as well as on the evenings of the competitions, all of which was greatly appreciated.

The visitors departed on Monday for their homes. Both from a social and athletic point of view, the competitions were a great success. The visitors made themselves very popular, and all who had the pleasure of meeting them were convinced they were thorough sportsmen.

## New Year Classes

INSTITUTE boxing, wrestling and physical culture classes will reopen for the new year in January. On Monday, January 10, Larry Copeland, assisted by Reg Lowe and George Sullivan, will begin to show members how to bring over a snappy left; on Tuesday, January 11, Billy Meeske, with Bert Potts and Claude Angelo, will demonstrate the gentle art of applying toe and head holds; and on the following Friday the physical culture devotees will have their turn in the gym.

Aspiring railway boxers and wrestlers are reminded that the annual Interstate boxing and wrestling competitions will be held in Queensland next year. The trip should be well worth trying for.

Trying to test the mental ability of the children, the inspector wrote upon the blackboard:

"Do not play with matches; remember the Fire of London," and asked the children to invent similar pearls of wisdom of the same type. On returning to the class after inspecting other standards, he found that only one boy had genius enough to fulfill the demand, and his effort was:

"Do not spit; remember the Flood."





"Ceirano" Pearls, Famous for their wonderful depth of colouring and beautiful lustre. Made up in carefully graded Necklets with gold clasps. Prices: 12/6, 15/-, 17/6, 20/-, 25/-, 30/-, 35/-, 40/-, 45/- to £3. Other Pearl Necklaces from 7/6.

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Others £7 10 0 to £60



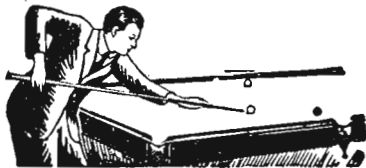
A dainty French Cluster Diamond Ring set in 18ct. Gold and Pure Platinum, £11



9ct Gold Signet Ring—Popular Shape, 8s. 6d.

Many Others in stock.

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The New Model - 206  
**Conway Stewart**  
LEVER FILLER

**Buntain Pen**

Fully Guaranteed



The Pen of Pens



**CHRISTMAS WISH.**

Dear Uncle Ben, I hope that you  
A Merry Xmas spend,  
And all nieces and nephews too  
A Christmas wish to send.  
Oh, how we look for Christmas Eve,  
I'm sure you all know why;  
For the many things that Santa brings.  
And the cakes, puddings and pies.  
We are such happy children;  
We love our parents so;  
Just a little more at Xmas time  
For the good things we get, you know.  
To all who read the Children's Page  
Please don't forget to write,  
And tell us of the good things  
You had on Xmas night.—MIRIE RUSSELL.

**AN ACROSTIC FOR EVERYBODY.**

H stands for Harold, of course you all know.  
A is for agent who runs the big show,  
R is for railways, we can not do without,  
O is the object to take us about,  
L is for locomotive all children like,  
D is for driver we need day and night.  
C is for cleaner, who shines all the time,  
L is for light that shows up the line,  
A man's name you'll find if you read up and down,  
Persevering to bring up to date our old town,  
Proud are we all of this wonderful man.  
MIRIE RUSSELL.

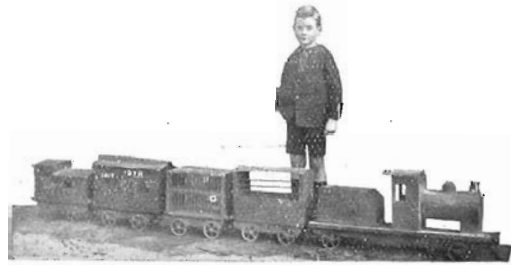
**THE WORD RAILWAYS BRINGS LOTS OF WORDS.**

DEAR Nephews and Nieces,—I do hope you may enjoy a happy season at Christmas, and the New Year, and that Santa Claus will be good to you all. I know all of you will try to think of others besides yourselves, for the best boys and girls are like that.

Jack Lewis, c/o. Mrs. Bevan, Wilson Street, Cheltenham.—I am greatly interested to learn about your

attendance at the High School; no doubt you will make good progress. What you say about the Magazine is very encouraging—many thanks. You are 1st, with 140, in the words competition—congratulations, Jack.

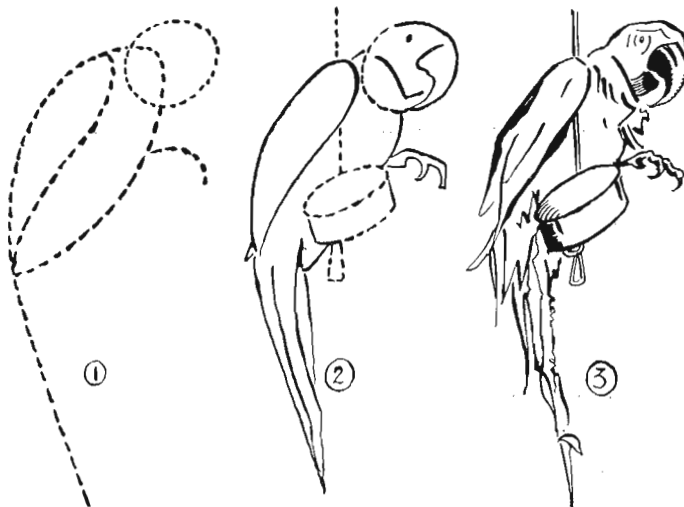
Jimmy Reid, Yarram.—Thank you, Jimmy, for sending me the photo. of the nice little model train which you say you made with the help of your father and mother. It makes a nice picture on this page. Uncle Ben is glad to hear that you all like the Magazine. You have received honorable mention for the useful words you sent in for the Competition.



Jimmy Reid and his Model Train.

Mirie Russell, 11 Rice Street, Ballarat East.—Yours is a most interesting letter, Mirie. Uncle Ben is pleased to learn that you so much welcome your Dad's home-coming; it is just what a dutiful little daughter would do. You are again second in the words problem—57 is a creditable number for you, Mirie, for which you are congratulated.

Margaret Calnin, Ballarat.—Yours is an interesting letter, Margaret, Uncle Ben is delighted to hear



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Our subjects for drawing are getting harder. But don't give up on that account. If you have done all the previous sketches this one will be all the easier. Do the one on the left first and gradually develop it.

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❧

all about your schooling, he is sure you will reach that higher grade after your examinations. Yes, I shall be pleased to hear from Kathleen too. You have done well in having reached 3rd place in the word competition.

**Amy Dunn, Talbot Road, Clunes.**—Yes, Amy, Uncle Ben is glad to welcome you into his family, and he should be pleased to get a letter from you each month telling him all the news about things that interest you; such will also interest him; and of course, you will take part in the Competitions. You have received honorable mention for the Word Competition.

**Frank Godfrey, Main Street, Lilydale.**—Your drawing of the Butterfly is very good, Frank. I should like to get as good a drawing of the bird, which is your model for this month.

**Linda Cook, Kerang.**—Many thanks, Linda. The snap as well as an answer will appear next month.

**Jean Johnson, Mechanics' Institute, Sorrento.**—Pleased to receive your first letter, Jean; you are welcomed into our family. Uncle Ben is proud of all you say about the Magazine, as well as the beautiful Railway 'bus which comes to your town. Yours is a nice little story all about the motor boats, fishing and the fish. Write to Uncle Ben each month, won't you?

**Marjorie Chalmers, Violet Town.**—Uncle Ben regrets that your Magazine went astray, he is to send you one to take its place; and future copies of it should reach you earlier. I hope you will continue to progress as you are doing at school—no doubt of it if you continue to study. You have received honourable mention in the words competition. Congratulations.

#### SHORT ESSAY ON AUSTRALIAN WILD BIRDS.

For next month's competition.—Uncle Ben should like his nephews and nieces to send him a short essay, naming as many Australian wild birds as each can, their color, and which one is favourite.

### Crow Quills for Fishermen

Railway signalmen may be interested in the following clipping from the "Kerang New Times."

**F**ISHING is an art that takes you very close to nature, and the story I tell gives you an idea how a fisher after fish will go to secure his favourite float. An added interest is that the tale happens to be true, that is, of course, if tales told by running waters ever are true.

He (the villain of the story) was a signalman on one of our deep-in-the-country branch lines, and was a very ardent fisher after fish. He made many attempts to secure crow quills through ordinary channels, but failed, and grew tired of failure.

Close by his signal-box was a wood in which many crows made their nests. But not having a gun, to shoot was out of the question. What, then, was he to do?

Of sweet cake he knew the crows were very fond, for had they not eaten crumbs thrown from his box with many caws of delight?

And so we find this bold, bad man one summer's morn, when all was clear and no traffic due for hours, taking a piece of cake a few yards up the line, and with grim humour placing it down between the points and returning to his box to await events.

Down came Mr. Crow, who, flashing his eyes around, saw the cake. For a moment he hesitated, had a look round, cawed a te deum of thanks, and down went his head—over went the lever, and bang went the metals.

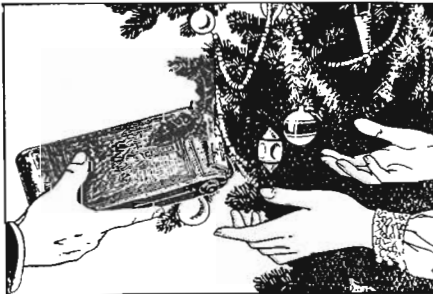
A caw of fear, a tail aloft, and a flapping of wings, a commotion in the rookery, and then a strange silence.

Down the steps came that fisher after fish, with a jerky look around, the prompting of a guilty mind, no doubt, took the late Mr. Crow and thus secured his favourite float, and I got my story.

**Tillie Norton, Benalla.**—You sent me a good list of useful words, Tillie, and your drawing of the kangaroo is very good. Uncle Ben thinks you are smart in having won the 1st prize for your homework book at the Show. He is sure you will easily pass your school examinations.

# KODAK

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# Problems for the Chequered Board



**T**O Systemise Play. — The method adopted to number the board is only imaginary, as no numbers are placed on the squares.

Set the board in front of you, with the white corner square on the right hand side. Now place the 12 black pieces on the dark squares, and the 12 white pieces in the same manner from the other side of the board.

Black plays first, thereby determining which is No. 1 square. The numbers following are to be played, first black, then white, and so on.

Space will be devoted for the beginner and the advanced player. In compiling these articles for the beginners, we especially appeal to fathers who may have two or more sons, whose time could be profitably spent trying these over. A small guide can be purchased from most booksellers. Lees, or other well known editions, will be very helpful.

Solution to game in last issue to advanced players:

13-9	17-14	8-3
3-7	10-17	7-11
9-6	19-15	3-8
2-9	17-22	Drawn.
22-17	15-8	
9-13	22-26	

The preliminary round for the Championship is not yet complete, there being a difficulty in arranging for players on shifts. In a month's time the Championships match should be well advanced.

**Advanced Players.** — This game was played between Mr. Egan (the present Australian champion) and Mr. Boyles (the present Victorian champion and Institute Instructor) for the Victorian championship a few years ago.

Egan—Black; Boyles—White.		
11-15	15-18	6-9
21-17	24-20	31-27
9-13	1-6	9-18
25-21	29-25	23-14
8-11	3-8	2-6
17-14	28-24	32-28
10-17	18-22	6-9
21-14	25-18	White to play
6-10	10-15	and draw.
22-17	23-19	
13-22	15-22	
26-17	27-23	

Solution in next issue.

**Novice Section.**—In the November issue:—No. 2 Problem should have read: Black Kings, 10-13-14. No. 3 Problem: White—Kings—should have read: 6-24.

No. 1.—Place a White man on 21 and K. on 5—Black-King 14-17. Black to move and win. There are several variations, but in each case Black wins.

No. 2.—Black Kings 1-6-3; White Kings 5-11-12-13. White to move and capture pieces in three moves. Then apply problem as done in last issue.

Players should remember these problems, because, should a position arise in a game where they can be applied, the numbers on which the pieces are placed in these problems has to be gained before an effective end can be obtained.

Now for the problem which is not regular draughts:—

Place eight pieces on the board, using all the squares (64) so that no two pieces are in the same line, either diagonally or square.

Mr. J. Robinson would like to play any railway employe draughts by correspondence; write direct the S.M., Collingwood, and he will make personal

arrangements with those desirous of play by these means.

The invitation to attend at the Club room every Thursday evening still stands good. Those interested in this splendid pastime are requested to get in touch with the Secretary, c/o. Jolimont Workshops Manager.

## LADIES' NIGHT

The Club held a very successful Ladies' Night in the Council Room of the Institute on Saturday evening, 13th ult. Mr. Morcombe, the President, was in the chair. The Sealed Handicap Tournament prizes were presented by Mr. Egan to the following:—First—Mr. Morcombe (set of stainless knives). Second—Mr. Campbell (an inlaid draught-board). Third—Mr. Lockwood (book on Draughts, British publication). Fourth—Mr. James (pipe). There was an excellent programme rendered by the following artists:—Songs, Misses Arthur and Baker, Messrs. Lambert and Schmidt; Mr. Metcalfe amused the audience immensely with his comic songs; recitations, Mrs. Homewood and Mr. Morcombe; Scotch dances, Miss Lockwood; pianoforte solo, Master J. Egan, Mrs. Schmidt was a capable accompanist. Refreshments were served around. Altogether, a very enjoyable evening was spent by a large gathering.



*Sister M. Peck, the popular Principal of the Victorian Baby Health Centres, giving advice to an anxious mother at Charlton during the last tour of the Better Farming Train to the Eastern Mallee District. Sister Peck, who always accompanies the train, lectures on Baby Health and Mothercraft. Mothers, she has found, are wonderfully appreciative of her work, and at every centre she is bombarded with queries that range in importance from baby's underwear to its measles, from its comforter to its midnight lung exercises.*

# Types of Ideal Homes

The advantages of home-owning, and how to set about getting one, having been fully dealt with in previous articles in this magazine, the next step is to decide on the type of house to be built. The following article discusses the small Georgian type in brick and roughcast.



THE home depicted above is of four good rooms and kitchen. Entrance from the front porch to the square hall is through double doors, with lounge and diningroom on the one side and two bedrooms (with bathroom adjacent) on the opposite side of the hall. This home has been designed on a labor-saving principle, and is of the servantless type.

It is fitted with every modern convenience, such as coat cupboards, linen presses, shaving cabinets, china cupboards, and so on. The possession of such a home would be a source of pride to the owners. Not only does the

ownership of such a home save money: it removes the worry of constant removal and the fear of being turned out. Every pound paid is a pound invested in a security that will yield a big return. Furthermore, it is enhancing the value of the block upon which it is built.

The man who takes time by the forelock and finances and builds such a home, reviews his investment with happy satisfaction when he sees his house rising on the tide of increased land values.

There is no doubt that the ownership of a home brings contentment and eventual profit.

## Beautification as a Hobby

(Continued from page 16)

indispensable, a back garden is of equal, if not greater, importance. In the home of the average railwayman, the housewife, in the ordinary course of her household duties, spends the greater part of her life in the rear portion of the premises. Her kitchen window overlooks the back yard. Beautiful surroundings always appeal to the fair sex, and life will be made much more pleasant and agree-

able for the one who stays at home to cook and mend if stretches of well-kept lawn, bordered with beautiful roses, constantly greet her eye.

It is here, also, that the children play, where they develop imagination, and where their characters are moulded. A garden is their proper environment and their rightful and natural inheritance. In the memory of every man, the garden of his childhood is retained, although the incidents of half an hour ago be forgotten.

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# Institute Musical and Elocutionary Competitions

The Musical and Elocutionary Competitions this year were marked by keen enthusiasm on the part of the entrants. In the Institute Concert Hall, on various evenings, extending from Sept. 4th to Sept. 25th, eager competitors, accompanied by their relatives and friends, appeared to be a happy company bent on doing their best.

**T**HE high standard of the performances of the competitors generally reflects credit alike on the teachers and those who carry out the work of the Institute. The entrants for the different sections—musical, instrumental and vocal, as well as elocution, including dramatic art—were for the most part members of the Institute, with their wives, sons and daughters. The remainder of those who competed would be drawn from those persons who are associated with the work of the Institute, such as Instructors of classes, or members of social societies.

On Saturday, November 6, an excellent concert was given by the prizewinners, when a fine programme of musical and elocutionary items was rendered. The adjudicators—Messrs. Louis Lavater (Music), A. J. Hawkins (Elocution)—who were present, expressed themselves as being well satisfied with the quality of the performances, and in a number of cases prophesied bright careers for the competitors concerned.

In the unavoidable absence of the President, Mr. J. S. Rees, Councillor Mr. Evan Richard presented the prizes to the winners, each of whom received from him appropriate words of encouragement to persevere with his or her studies, and so aim at gaining still higher honours.

The following is the list of prizewinners:—

- Class 1.—Recital, under 13 years (Allcomers), Joyce Keech, 1st.  
 Class 2.—Recital (Humorous), under 13 years, Marie Deans, 1st.  
 Class 3.—Recital (under 16 years), Allcomers, Kara Harkness, 1st.  
 Class 9.—Recital (Australian), under 16 years (Institute), Kara Harkness, 1st.  
 Class 4.—Recitation (Humorous), under 16 years (Allcomers), Lorna Ivey, 1st.  
 Class 5.—Recital (Non-Prizewinners), Institute, Lena Toomey, 1st.  
 Class 6.—Recitation (Humorous), Non-Prizewinners, Institute, Myrtle Furlong, 1st.  
 Class 7.—Recital (Open), Institute, Alice Best, 1st.  
 Class 11.—Recital (Shakespearean), Open, Alice Best, 1st.  
 Class 23.—Dialogue (Humorous), Open, Institute, Alice Best, with G. Cockerill, 1st.  
 Class 8.—Recitation (Humorous), Open, Institute, Ruby Whitehill, 1st.  
 Class 10.—Recital (Australian), Open, Institute, Ruby Whitehill, 1st.  
 Class 12.—Recitation (Character), Open, Institute, Albert Watkins, 1st.  
 Class 13.—Recitation (Character), (Allcomers), Maurice Latimer, 1st.  
 Class 14.—Recital (Champion), Allcomers, Mabel Thompson, 1st.  
 Class 15.—Recitation (Humorous), Champion (Allcomers), I. Hanlon, 1st.  
 Class 22.—Dialogue (Open), Institute, Bernard Lambie and K. Metcalf, 1st.  
 Class 25.—Dialogue (Humorous), Open Allcomers, Edith Fennell and Eric Kirke, 1st.  
 Class 24.—Dialogue, Allcomers, Colin Binks and Alice Wells, 1st.  
 Class 26.—Open Scene (Allcomers), Alice Wells and party.

## MUSICAL SECTION.

- Class 31.—Pianoforte Solo, under 16 years, Institute, Jean Beddoe, 1st.  
 Class 32.—Pianoforte Solo, under 18 years, Institute, Jean Beddoe, 1st.  
 Class 33.—Pianoforte Solo, under 16 years, Allcomers, Una McKenna, 1st.

- Class 36.—Pianoforte Solo (Open), Allcomers, Una McKenna, 1st.  
 Class 34.—Pianoforte Solo (Non-Prizewinners), Institute, Wilmot Crockell, 1st.  
 Class 37.—Pianoforte Duet, Open (Allcomers), Wilmot Crockell and partner, 1st.  
 Class 38.—Violin Solo, under 13 years, Institute, Jack Cook, 1st.  
 Class 39.—Violin Solo, under 16 years, Institute, Albert Urquhart, 1st.  
 Class 43.—Violin Solo (Open), Institute, Albert Urquhart, 1st.  
 Class 41.—Violin Solo, under 18 years, Allcomers, Linda Liebentritt, 1st.  
 Class 44.—Violin Solo (Open), Allcomers, Audrey Curtis, 1st.  
 Class 45.—Violin Duet (with pianoforte accompaniment), Audrey Curtis and Partner, 1st.  
 Class 46.—Trombone Solo, Allcomers, T. Murphy, 1st.  
 Class 49.—Cornet Solo, Allcomers, J. Robertson, 1st.  
 Class 52.—Trio, A. E. Thorne's Party, 1st.

## VOCAL SECTION.

- Class 53.—Solo, all voices under 13 years, Allcomers, Arthur Knight, 1st.  
 Class 56.—Soprano Solo, Non-Prizewinners, Institute, Evelyn Mathews, 1st.  
 Class 57.—Soprano Solo, Open, Institute, Grace James, 1st.  
 Class 58.—Soprano Solo, Open, Allcomers, Mrs. Lloyd Roberts, 1st.  
 Class 67.—Baritone or Bass Solo, Allcomers, J. D. Carroll, 1st.  
 Class 68.—Solo (Champion), All Voices, Allcomers, Hazel Nissen, 1st.

## MUSICAL MONOLOGUE SECTION.

- Class 16.—Musical Monologue (own accompaniment), Myrtle Gloster, 1st.  
 Class 17.—Musical Monologue (Humorous) (own accompaniment), Myrtle Furlong, 1st.  
 Class 18.—Musical Monologue (assisted accompanist), Marjorie Galbraith, 1st.  
 Class 19.—Musical Monologue (Humorous), with accom., Edith Fennell, 1st.

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# Institute Classes—Arrangements for 1927

Classes commence January 31, and are open to all Financial Members of the Institute who have paid one year's subscription in advance, or who have given authority to collect subscription per Pay Rolls.

REGISTRATION FEE.—1/- for each class. Enrolment Form must be produced to Instructor upon joining a class.

Each Member attending classes may obtain a Free Card Pass (First or Second Class, according to Departmental status) available from the station nearest to his home, to Flinders Street and return. Applications to be made by the Member to the Head of his Branch.

The CLASS WORK is divided into FOUR TERMS of 10 Weeks each, as follows:—

- 1st TERM—January 31 to April 9.                      3rd TERM—July 4 to September 10.  
2nd TERM—April 18 to June 25.                      4th TERM—September 19 to November 26.

CLASS.	DAY.	TIME.
AMBULANCE .. .. .	Arranged by V.R. Department. (See Weekly Notices.) ..	—
APPLIED MECHANICS .. .. .	Wednesday .. .. .	7.30 p.m.
BUILDING CONSTRUCTION .. .. .	Tuesday .. .. .	7.30 p.m.
ELECTRICITY AND MAGNETISM .. .. .	Monday .. .. .	7.30 p.m.
Grade I. (First Year) .. .. .	Tuesday .. .. .	7.30 p.m.
Grade II. (Second Year) .. .. .	Friday .. .. .	7.30 p.m.
Grade III. (Demonstration) .. .. .	Wednesday .. .. .	7.0 p.m.
ENGINE WORKING AND WESTINGHOUSE BRAKE	Thursday .. .. .	10.0 a.m.
ENGLISH COURSE (including Arithmetic, Geo- graphy and Grammar)—		
1st Grade .. .. .	Friday .. .. .	7.30 p.m.
2nd Grade .. .. .	Thursday .. .. .	7.30 p.m.
ALGEBRA—		
1st Grade .. .. .	Monday .. .. .	7.30 p.m.
2nd Grade .. .. .	Tuesday .. .. .	7.30 p.m.
MECHANICAL DRAWING—		
1st Grade .. .. .	Monday .. .. .	7.30 p.m.
2nd Grade .. .. .	Wednesday .. .. .	7.30 p.m.
3rd Grade .. .. .	Wednesday .. .. .	7.30 p.m.
SAFE WORKING—Train Running—Guard's and Enginemen's Duties, etc., Signalling ..	Monday .. .. . Tuesday .. .. . Thursday .. .. .	10.0 a.m., 7.30 p.m. 10.0 a.m., 7.30 p.m. 10.0 a.m., 3.0 p.m.
SHORTHAND—		
Theory Elementary .. .. .	Tuesday .. .. .	7.30 p.m.
Theory Advanced .. .. .	Thursday .. .. .	5.0 p.m.
Speed Course .. .. .	Tuesday .. .. .	5.0 p.m.
Speed Course .. .. .	Thursday .. .. .	7.30 p.m.
STATION ACCOUNTS AND MANAGEMENT ..	Wednesday .. .. . Thursday .. .. . Wednesday .. .. .	10.0 a.m., 2.45 p.m. 10.0 a.m., 2.45 p.m. 7.30 p.m.
TELEGRAPHY—Practice and Theory .. .. .	Monday and Thursday .. .. .	9.15 a.m. till 5.0 p.m. and 7.0 p.m.
	Tuesday, Wednesday and Fri- day .. .. .	9.15 a.m. till 5.0 p.m.
TYPEWRITING .. .. .	Wednesday .. .. .	5.0 p.m. 7.30 p.m.
ACCOUNTANCY—		
Intermediate Course .. .. .	Tuesday and Friday .. .. .	7.0 p.m.
Final Course .. .. .	Tuesday .. .. .	6.0 p.m.
BOOKKEEPING—Commercial Course .. .. .	Friday .. .. .	6.0 p.m.
HIGHER EDUCATION—		
Modern Languages, such as French, German, etc. .. .. .	Tuesday .. .. . Wednesday .. .. .	7.30 p.m. 7.30 p.m.
Economics, History, Psychology, Literature, etc. (subjects selected by students) ..	Classes commence in April. Lecturer appointed by Uni- versity Extension Board ..	—

Students are advised that at the close of the Educational Classes each year, examinations are held in all subjects for those who have enrolled and attended not less than 45 per cent. of the possible attendances. The prizes available to Institute Students are:—

“Harold W. Clapp” Prize, under three divisions, viz.—Division (a)—Prize, £5/5/-; Division (b)—Prize, £5/5/-; Division (c)—Prize, £5/5/-; Division (d)—Prize, £5/5/-. “Arthur E. Hyland” Prize, £5/5/-; “J. C. M. Rolland” Prize, £5/5/-.

The abovementioned are Special Prizes. The following are awarded as First Prizes in all subjects:—“T. H. Woodroffe” Prize, presented by the late Chief Mechanical Engineer, Mr. T. H. Woodroffe. “Peter Alexander Memorial” and the “W. R. Brown Memorial” Prizes, and Council First Prizes; in addition to which the Council awards a Second Prize for each subject (in each grade of the examinations).

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## Some Engine

WHILE several equipment men were entertaining some railwaymen at one of the Anderson, Indiana, hotels, the talk in the grill room turned to big locomotives and different ones in the party described the biggest engines they had seen in various parts of the country.

After the rest had finished, one of the guests said he believed he had seen the largest engine on record during a recent trip to Atlanta, and proceeded to describe it as follows:—

"This engine," he said, "has five acres of grate bars, four acres of netting in the smoke-box and it takes a man a day and a half to walk through the cylinders. Every time the engine exhausts, it rains for twenty minutes afterwards. There is an elevator that goes to the headlight to hoist oil and it requires five barrels to fill it. It takes two men forty-five minutes to light one signal lamp.

"The engineer has a searchlight to watch for signals and after running six months, goes blind. The glare of the headlight can be seen through hills a mile and a half thick. It took two carpenters four months to build the pilot.

### Steam Shovel for Coaling

"They use a steam shovel to give her coal; the tank holds twenty-seven carloads, and every time they wash the boiler it is necessary to drain the Gulf of Mexico, and transportation is held up for several days. The pony wheels are as large as an ordinary turntable, and the engine house forces hold a picnic each year in the fire box. She carries 850 pounds of steam in her boiler and 360 pounds of air in her train line. She can haul 722 loads in good weather and seventy-two in bad weather. She runs from Atlanta to New Orleans, a distance of 475 miles, and makes the trip in two hours and eleven minutes.

"When she leaves the track there is an earthquake in California four days later. The throttle is pulled by a stationary engine in the cab. The lubricator holds four barrels of oil and the train goes so fast that when she stops she is still running ten miles an hour.

"A mechanic worked in this engine, chipping the valve seat, and while so engaged fell down the port opening. One of the other mechanics went to get a ladder to get him out. The foreman encountered him while searching for a ladder and asked him what was up, and what was his hurry. He told the foreman that the mechanic had fallen down into one of the cylinders. The foreman told him to go back and remove one of the cylinder cocks and let him out.

"While the tank was being filled, one of the pumpers fell into the tank. The injector was on at the time and the enormous suction drew the poor laborer through the water main (60 inches in diameter) which led to the injector. He was discovered bobbing up and down in the water glass, and it had to be broken with a 25-pound sledge to release him.

"The engineer was called to take out this

locomotive, and on arrival at the roundhouse, found he only had 40 pounds of steam, and he remarked to the negro fireman as to why he could not get up steam, and the fireman said: 'Cap'n, dat's the third time dat gauge has gone around, and it's jist started 'round agin.' — W. C. White, in "Pennsylvania News.

## Worrying About the Wrong Man

"Lord, and what shall this man do?" John 21: 21.

THE Apostle Peter was a fine character, but he was light on the trigger. He frequently spoke first and thought afterwards. Impulsiveness was his outstanding trait, sometimes both a virtue and a fault.

He had just heard a complete and definite outline of his own life mission. It was an enthralling prospect, and one well calculated to absorb his mind. Instead of occupying his thought with his own great task, he happened to get his eye on his friend John and began to worry about him. "Lord, and what shall this man do?" was his inopportune question.

"What is that to thee?" answered the Master. "Follow thou me."

We are continually encountering individuals who are worrying about the wrong man. Instead of getting tremendously busy with their own little task of brightening the corner where they are, they become vastly involved with the business of other people. If some other man is promoted, they wonder why the lightning did not strike them. If some man gets an increase in pay, it sets them worrying about the contents of their own pay envelope. If some acquaintance is honoured, they cannot see, for the life of them, why they were not chosen instead. They worry about the wrong man.

### Jealous Worry

There is at least one in every office who is eying some fellow employee in jealous bitterness because he is forging ahead. They are worrying about the wrong man.

No man ever went wrong yet by focusing his attention on his own affairs and trying persistently to make himself a more efficient and successful man in the position where destiny has placed him. Ultimate recognition will come to that man who adds to an agreeable personality, the priceless gifts and talents that may be acquired by any fellow of determination. The slothful man who fails to improve himself, and spends his time worrying about the prosperity of others, is the man who is inevitably doomed to "the pocket" in commercial life.

After all, a man has sufficient to occupy his mind when he manfully faces the improvement of his own personality. The making of a character is the biggest job that confronts anybody. The more time he spends upon that fascinating task, the less he will have to worry about the advancement of those who seem to be outstripping him in the race. Whether he is outstripped or not is a matter of small consequence compared with fitting himself to give the best he has to the world. —X. Y. Z.

# Burgess Batteries



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## An Old Railwayman Looks Back

(Continued from page 20)

The fish was subsequently carted away and thrown off at Fishermen's Bend, where an enterprising showman skinned and stuffed him and continued the exhibition. He carried the stuffed body around the country and is said to have made a small fortune.

When I went to Mitiamo, the driver-in-charge was Driver West. Driver London also had his headquarters there, and George Truman and Bill Riley were the guards. I remained at Mitiamo for eight years and saw the line extended to Pyramid Hill and Kerang, then to Koondrook and finally on to the terminus, Swan Hill.

I had a good time at Mitiamo, apart from my railway work. I was regarded as a dependable starter for the footraces, and had plenty of practice, as sports were held in the local Railway Reserve on nearly every Saturday afternoon. I was also a steward of the Racing Club, president and vice-captain of the Football Club, president of the Cricket Club and secretary of the local Assembly.

## State Railway Ambulance Champion-ship

(Continued from page 7)

the work. The preparation of the material was a weak point with several corps and was not up to the usual standard. He regretted to notice that antiseptic precautions had been chiefly conspicuous by their absence. The oral work was good, although some of the answers had been too short.

In a few cases, also, there had been a lack of method, a carelessness in the throwing down of scissors, a want of definite system in the arranging of the contents of boxes so that material could be secured without difficulty, all of which detracted from the value of the treatment itself.

The toasts of Mr. F. W. Kaiser, Victorian Railways Ambulance Officer, the Chairman and the visitors (some of whom were from New South Wales, South Australia and Tasmania) terminated the function.

Following are the detailed results of the competitions:—

**Senior Corps.**—1st, Ballarat No. 2 (426 points); 2nd, Railway Offices (409 points); 3rd, Stawell (393 points).

**Novice Corps.**—1st, Melbourne Goods No. 2 (204½ points); 2nd, Seymour No. 1 (182 points); 3rd, Melbourne Goods No. 1 (178 points).

**Senior Individual.**—1st, F. E. Overall, Ballarat (111 points); 2nd, G. Cole, Flinders Street Yard (107 points); 3rd, G. H. Kitchen, Spencer Street (90 points).

**Novice Individual.**—1st, G. H. Kitchen, Spencer Street (106 points); 2nd, J. O'Connor, Ballarat (101 points); 3rd, W. Cripps, Spencer Street (89 points).

**Best Improvised Stretcher.**—Ballarat No. 2.



(By Penelope)

## HINTS ON CHRISTMAS SHOPPING

ONLY a few weeks to Christmas! But there is still time to exercise a little shopping sense. Every housekeeper knows how the pennies and shillings are called out of her purse week by week to meet the many incidental expenses of daily life. Therefore, the wise woman will realise that Christmas is an expensive time in itself, quite apart from the buying of Christmas presents, and she will have begun many weeks ago setting aside a small sum each week to go towards the Christmas presents.

The custom of giving Christmas presents has grown until the circle has spread beyond our own families and relatives to the many friends and comrades of our daily work. And a very pleasant and enjoyable custom it is, too! It is a good plan to have a tin or box into which any spare pennies or shillings may be dropped at the end of each week. But wisdom and foresight in this matter do not end with the early setting aside of the small coins. It is not too soon to start eight or ten weeks before Christmas looking round for suitable gifts for those on our lists. By so doing you not only avoid the jostling crowds during Christmas week, but stocks are then fresh and business people less weary and more ready to advise and give attention to your requirements. The attempt to choose a number of suitable gifts at the eleventh hour and with a minimum amount of money is a most distracting task.

It is scarcely necessary to give a word of advice about choosing suitable and useful presents. Most sane people choose for the members of their own family gifts which they know will be acceptable, and on the whole we can usually gauge the tastes of our friends well enough to choose those which will be appreciated.

Remember children and invalids at the holiday season. The simplest toy will please a child.

It would be a beautiful way of expressing goodwill at Christmas time if every reader included in her shopping list the name of a lonely child, a helpless invalid, or perhaps a little old lady in an old peoples' home, forgotten by those who owe her care and affection.

The smallest gifts given in the right spirit will gladden many a weary heart.



These are the clever musical daughters of R.S.M. Beaumont, of the Ballarat District.—Right: Miss Betty, who at the age of 15 gained the diploma of L.L.C.M. and the London College silver medal for highest honors in Victoria, and who has since had many successful pupils, including her sister Ruth (left). The latter, who is only 12 years of age, did well at the recent South Street Competitions in the pianoforte section.

## SOME DAINY GIFTS

GIFTS that cost a little personal effort are, I think, always appreciated more than the straight-out purchase. Try these:—

Raffia is at present very popular and can be used in so many different ways. Half a yard of Arras cloth, half a yard of spatre, a bundle of raffia in mixed colors (and you may have a pretty piece of silk in your scrap box suitable for lining), will make a very attractive envelope wallet. Or, better still, two-thirds of a yard of Arras cloth will make three wallets, and there will not be any material wasted, as is the case with half a yard. Other simply-made gifts are shopping bags, afternoon tea trays, cake or fruit baskets and sandwich trays.

Crepe-de-chine bows are greatly in demand. At 8/11 a yard you can get a very good quality colored crepe-de-chine. Half a yard, costing 1/1½, is sufficient. Stitch and turn out the crepe de chine and make into a soft bow, and catch lightly on to paper or cardboard.

Handkerchiefs are at all times acceptable. Dainty tattered edging is now procurable by the yard. One yard of edging will go round the edge of a hemstitched handkerchief and makes a very dainty and useful gift.

Time is now rather limited, and any of these articles can be made in a short time at little cost.



"The Old Bridge"—By W. J. Locke—an entertaining work.

"Family"—By Weyland Wells Williams—is a romance of old New England.

"Bushland Man"—By James Pollard—a romance of the Australian bush; a yarn that grips.

"When the Fight Begins"—By Holman Day—will be a popular book.

"Mantrap"—By Sinclair Lewis—a novel delightfully sensational and romantic.

"The Exquisite Perdita"—By E. Barrington—is a historical novel rich in piquant situations.

"The Number One Boy"—By John Taintor Foote—an adventure tale; the scene is laid in China.

MR. W. J. LOCKE, in his new novel, "The Old Bridge," is more accomplished and entertaining than ever. He cherishes the belief that crabbled age and youth can live together. He will marry May to December and insist that this is the ideal marriage; he will argue that a girl of twenty or so can revere and admire a nice old scholar in the sixties to the point of being perfectly content to become his wife.

Allowing for the fact that he has never been more improbable, it must be said that Mr. Locke has never been more engaging or amusing than he is in this pleasant comedy.

"FAMILY," by W. W. Williams, is a romance in which heredity and environment play a leading part. The quiet New England village of Wortley centres about the Deeres, of whom Nathan and his proud mother are the chief representatives.

Nathan, in his easy-going way, expects to marry Juliet and to satisfy his mother by being a lawyer—when Fortune Hale is introduced to him by Juliet.

The mother forces Nathan into the field of political achievement, but his failure as a lawyer and his obvious unfitness for politics finally defeat her purpose.

Then comes Nathan's opportunity for substantial success at the cost of family prestige. He marries Fortune Hale, who is the daughter of a mechanic. Fortune urges her husband to take up work that he is interested in, and frequent clashes with Mrs. Deere are the result.

Nathan's interest in mechanics leads him to take up work with his father-in-law, in which he is encouraged by Fortune. The men together work out an invention which proves financially successful.

The problem of family versus individual, ever a momentous one, is interestingly worked out.

"BUSHLAND Man," by James Pollard.—In drawing the character of the Bushland Man, says that "the strange secretiveness of the forest was his, and its quiet; and the forlorn loneliness of the plains had influenced him, so that often he was wistful and humble of soul. His moods varied as the moods of the bush varied. The land had power to call him." No man could wish for, nor will he ever find, two more loyal friends than a horse and a dog. So with Tess and Flyer, Pete Rodon ranged the country completely oblivious of the greater happiness that was yet to come in the person of Rene Neil. Such a romance is this, as to set one yearning for this land where "plains roll away unbroken for miles to the cloudless horizon, plains green in the nearer distances, merging to misty grey where they meet the skies." In the exquisite setting of the Bushlands of Australia, with its vast expanse of open country, its forests, plains, and rivers, Pete Rodon—the Nature-loving Forest Ranger—lives and loves. He lives as only a Nature lover can live—supremely happy in the companionship of the wild folks, the birds and beasts of the Bushlands—at peace with the world. Our copy through E. A. Parr's Book Shop.

"WHEN The Fight Begins," by Holman Day.—With remarkable vigour and scrutiny, the author has drawn the portrait of John Lang, a fascinating, prominent and successful lawyer, who had been elected mayor of a large Western city.

His ability to attain his own personal ends is ruthlessly pictured, and the selfishness and harshness of his character are described with penetrating clearness, as he bluntly pushes others aside to grasp that which he desires.

Alone in the great northern woods, John Lang has an opportunity to search his soul, and finds there the errors and flaws in his own character.

Many dramatic and thrilling events make this a colorful story, long to be remembered by Mr. Day's host of admirers.

"MANTRAP," by Sinclair Lewis, is a humorous romance, not without its satire, the sting of which is directed against the American masculine convention of a hunting holiday. The embodiment of this convention is the booming, blatant Mr. E. Wesson (Wes) Woodbury, manager of the Twinkletoe Stocking Company, whose invitation to join him in a trip to the wilds of Northern Canada involves Ralph Prescott in this rather absurd adventure.

Ralph learns to be a man, and to act like one with a pretty woman, while on this "whale" of a trek down a back route with a treacherous Indian. There is a forest fire. They are deserted, Joe Easter, of "Mantrap Landing," tracks them, and both men play splendid heroics.

"THE Exquisite Perdita," by E. Barrington, is a historical romance, founded on the strange, eventful life of the beautiful and talented actress, Perdita Robinson, who, coached by the great David Garrick and sponsored by the brilliant Richard Brinsley Sheridan, completely captivated the fashionable world of the eighteenth century. Horace Walpole and Charles Fox acclaimed her; lords and dukes fell at her feet, and finally she enslaved the Prince of Wales, only to regret it. Peopled with historical characters, rich in romance, the story recalls a vanished century and revives the joys and sorrows of a very beautiful and gifted woman.

THIS latest tale by John T. Foote, the author of "Dumb Bell of Brookfield," "The Wedding Gift," and other widely popular stories, is an adventure novel, laid in China in the hazardous days of the Boxer Rebellion, and particularly strong in its atmospheric effect of weird mysticism and the menace of the Far East. Throughout the stirring and colorful incidents of the novel, an enigmatic Chinese priest, Chang Foo Low, is largely involved. In order to aid a young American officer and the girl whom the latter loves, he becomes the "number one boy" of the title, entering the employ of the girl's guardian, a Colonel who is determined to marry her against her will. He takes a hand in the situation in a truly startling fashion, and the resulting incidents, in their portrayal of character and their unusual handling, prove altogether refreshing.

# Music Hath Its Charms

In the matter of cultural subjects, which are made available by the Council of the Victorian Railways Institute, for the benefit of its members, Music receives a full share of attention, as may be gathered from the following article.

**A**S we are now nearing the end of the year, it will be fitting to make reference to the musical activities carried on at the V.R. Institute, so that our readers may become acquainted with what there will be for them to take part in during next year if they so desire.

We have an "Orchestra" and the "Newport Workshops Brass Band," both conducted by Mr. Belcher; the "Victorian Railways Military Band," conducted by Mr. Wallace, and the "Victorian Railways Institute Musical Society," conducted by Mr. Gregor Wood. The latter is, of course, a choral society.

In addition to these organisations meeting regularly every week for the study of, and the pleasure to be derived from participating in the music peculiar to each section, we have an arrangement whereby private instruction is given in singing, pianoforte, violin, mandolin, and other instruments to members, their wives, sons and daughters, at a rate much below outside prices.

## The Opportunity Waits

All the foregoing can be said to contribute to a general uplift of the social and artistic side of the work of the Institute; this aspect of the matter, however, is in the hands of the members them-

selves, who, co-operatively, should make full use of their Institute.

People on the other side of the world know of it, and would be delighted if such advantages were theirs; so don't underestimate the many opportunities that await your acceptance.

The many entertainments held in the comfortable concert hall of the institute during this year gave marked illustration of how the work of the various societies is appreciated. We still cannot believe that our concerts are well enough known to music lovers.

## Appreciation's the Thing

One does not require to be a musician to be a music lover, all that is necessary is an appreciation of a good thing when it is obtainable. Surely this is simple enough if one listens attentively; and with the help of your fellow listeners you become more artistic while enjoying the pleasure.

Members—look ahead and think ahead, and talk the matter over in the family, and decide how leisure time will be occupied next year. In music you will find great pleasure in giving pleasure to others. All information regarding requirements for membership of any of the above mentioned organisations will be supplied at the office of the Institute.

## AUSTRALIA

*Offers you endless opportunities, for there is health, wealth and content to be won in this great land.*

*But here, as elsewhere, success and fortune mainly follow wise planning and thrifty practice.*

*Let Australia's own Bank help you with both. Its officers are ready at all times to extend to you any assistance within their power, and the Bank's efficient service will be available to you in whatever district you make your home.*

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## Co-operation from Within

**C**O-OPERATION begets co-operation. If a great railway system can show its customers that the work of its various units is dovetailed in to give them the most efficient service, it stimulates their will to help in the general scheme, too.

The expedition with which livestock was returned after the recent Royal Show—of which appreciation was expressed in letters published in the November issue of the "Victorian Railways Magazine"—gives us an opportunity to demonstrate our internal co-operation. The following extracts from official memoranda speak for themselves:—

To the Chief Mechanical Engineer from Chas. Farr, Leading Train Examiner:—

"I wish to bring under notice the splendid arrangements and the spirit of co-operation entered into in connection with the return of Show stock. I consider that the Transportation Branch deserves great praise for the method adopted. I was notified of all movements in good time, and I was able to cope with the work without a single delay taking place by our staff, due, no doubt, in a great measure to the foresight of the Assistant Superintendents and all the Yard Foremen under them in distributing the trains in the different yards, and informing me in good time on all matters. I was enabled to place my men to such an advantage that the Examiners had ample time, and all trains departed on time, which no doubt you will appreciate reflects great credit on all Transportation Officers concerned.

In conclusion, I wish to state on behalf of all the Leading Hand Train Examiners, that we hope that this spirit of co-operation will continue on all shifts and at all times."

From the Chief Foreman, Metro. Car and Wagon Shops:—

"Co-ordination as carried out in the period under review is very pleasing, and has an important bearing on the joint work of the two Branches concerned in the handling of the traffic.

We are keen on making this spirit of co-operation permanent to the mutual advantage of this and the Transportation Branch."

By way of final comment, the Superintendent of the Melbourne Yards writes:—

"It is, indeed, very pleasing to me personally to see that the efforts of the Yard Staff are so appreciated by their fellows in another Branch, and I trust that this spirit of co-operation will continue throughout the busy season on which we are just entering, and will thereafter remain for all time, and manifest itself in all our dealings as railwaymen."

## Rail Travelling at Iraq

**R**AILWAYS in Mesopotamia are beginning to give the camels active competition, despite the disparity in the respective gallons of water necessary for the two forms of transportation. According to an exchange, the railway cars on the Iraq lines have an entrance at each end and an aisle down the middle. The Iraq travelling public has its own manners and customs, however. Passengers deposit their hand-baggage in the aisles, and get about the cars by walking on the seats. They use the parcel racks to sleep in, and for this reason the racks are required to be made unusually large and strong.

— \* —  
"Try to laugh that off," remarked the wife as she finished sewing on a vest button with wire.



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#### THE MODERN WAY.

Teacher: What did Sir Walter Raleigh say when he placed his cloak on the muddy road for his beautiful queen to walk over?

Willie (whose elder brother owns a sport roadster): Step on it, kid!

#### POOR MAN!

"My husband has no bad habits whatever. He never drinks, and he spends all his evenings at home. Why, he doesn't even belong to a club."

"Does he smoke?"

"Only in moderation. He likes a cigar after he has had a good dinner, but I don't suppose he smokes two cigars a month."

"When did you first become acquainted with your husband?"

"The first time I asked him for money after we were married."

#### HAD MORE PRACTICE.

"Mother?"

"Yes, dear."

"Tell me a fairy story before I go to sleep, will you?"

"Wait till your father comes home, dear, and he'll tell us both one."

#### BIT MORE THAN HE COULD CHEW!

A Jew once succeeded in borrowing half-a-crown from a Scotsman.

But his triumph was short-lived—he died of lead poisoning.

#### A PAIR.

A soldier went to his colonel and asked for leave to go home to help his wife with her spring cleaning. "I don't like to refuse you," said the colonel, "but I've just received a letter from your wife saying that you are no use around the house."

The soldier saluted and turned to go. At the door he stopped, turned and remarked: "Sir, there are two persons in this regiment who handle the truth loosely, and I'm one of them. I'm not married."

#### MADE ALL THE DIFFERENCE.

Head of the house (angrily): "Who told you to put that paper on the wall?"

Decorator: "Your wife, sir."

"Pretty, isn't it?"

#### 'S'NORFUL.

"My," said the husband, "that was a good rest. I slept like a log."

"Yes," answered the wife, "with a saw going through 't."

#### DIDN'T KNOW WHERE SHE WAS.

The following actually happened at South Yarra recently:

Lady: First single to South Yarra, please.

Booking Clerk: South Yarra? This is South Yarra.

Lady: Oh! Then I don't want a ticket!

Policeman: "Ha! I caught you red-handed stealing a car."

Thief: "Well, it's been standing in front of this cemetery all day, and I thought the owner was dead."

#### DIDN'T EGGS-PECT THAT.

A bachelor had bought two eggs, and had just brought them home when he noticed the following written on one of them: "Farmer's daughter, age seventeen, like to meet bachelor, view to marriage. Communicate with"—(here followed name and address).

He rushed off and telegraphed to her, asking for an interview.

"Sorry; too late," came the reply, later, "Was married six years ago. Mother of four children."

#### THE FOOD WASN'T.

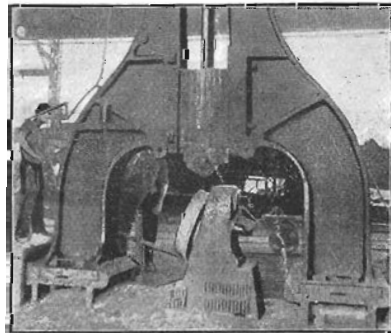
"A woman's work is never done!" she said as dinner came on the table half an hour late.

"So I observe," he answered gloomily as he pushed away the potatoes.

#### JUST AS WELL.

A Road Master received the following note from a foreman under his supervision: "Enclosed is the accident report concerning Pat Casey's hitting his foot with a spike hammer. You will note that I left blank the space provided for remarks. I did not know if you wanted mine or Casey's."

A friend tells of a clever scheme he hit upon to stop his furnace from smoking. He threw a box of Christmas gift cigars into it.



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# Horticultural Notes for December

## Sowing and Planting for Dec.

Butter or Waxpod Bean; Lima Bean; French Bean; Beet, Red; Borecole; Brussels Sprouts; Carrot; Cauliflower (Extra Early Eclipse); Celery; Corn, Sweet or Table; Cress; Mushroom Spawn; Lettuce (Iceberg, New York, Neapolitan); Mustard; Parsnip; Radish; Peas (Yorkshire Hero, Stratagem); Savoy Cabbage; Spinach (Round and New Zealand); Swede (Lain's Garden); Turnip (Orange Jelly, White Stone).

## NEW GARDENS.

SOME of our readers may just have settled in their new home. What to do with the garden is the question. Shall it remain in a rough, dry, dusty and unsightly condition till the "proper season," or can it be made beautiful now? The up-to-date gardener would jump at the open order to proceed; it would give him the opportunity to produce results in the shortest time possible, provided the essential, water, is available. The labor of breaking up the soil will be more or less heavy, and due allowance must be made.

To the amateur we offer a few simple hints. First, form your main path, but as few other paths as possible. Do not attempt the making of lawns or the planting of expensive trees or shrubs, though it can be done. If the soil is poor, manure will be required; but virgin soil is usually rich enough for flowers, with a mulch of manure on the surface to retain moisture. Procure a selection of quick-growing subjects—Dahlias and Chrysanthemums for first place; strong tubers and clumps, not novelties, for these will likely be small.

Then, for back-ground effects, plant freely seedlings of Miniature Sunflower, Giant Marigold, Cosmos and Amaranthus Tricolor; plant in groups, informally interspersing with medium height plants, such as Salvias, Zinnias, African Marigolds, Plume Celosias, grading down to Asters, Balsams, French Marigolds, Phlox Drummondii, etc. If large spaces are to be furnished use Nasturtium freely.

## PATHS AND DRIVES.

The making of paths and drives is a matter that is better left to the professional gardener, but before laying out a new garden, get all details properly outlined on a plan, drawn accurately to scale. Plan the paths so as to show by means of curves or differences of level the best views of the house, the garden, or some other object of interest, and always avoid having any paths coming to an abrupt termination. Paths and drives, if made slightly convex, smooth, and even on the surface, will drain quickly after rains.

## CARPET BEDDING.

For a good effect, and for general decorative purposes in the Flower Garden, Carpet Bedding cannot be excelled. The Home Gardener will have already noted and admired the beautiful effects obtained in beds treated in this way. Although in the average Home Garden there is not much scope for extensive Carpet Bedding, still it is often desired to plant some beds in the Lawns, and although in the small garden space will only permit of Carpet Bedding being practised on a small scale, still the bed properly treated and with or without a Half-Standard or Standard Rose in the centre, will add to the general good appearance of the property.

A background or setting of lawn or green sward is almost indispensable to show off Carpet Bedding to the best effect. There is no limit to the shape of Carpet Beds. They may be round, square, diamond shaped, oval, rectangular, or made up to some other design. The plants suitable for Carpet Bedding must be those of quick growth, and as nature provides that plants with only a short season to grow are those which come quickest to maturity. It will be understood that plants most suitable for Carpet Bedding are mostly those which must be grown during the Spring, Summer and Autumn, and

are, therefore, necessarily of tender constitution, and are unable to withstand cold weather and frosts.

When selecting a position for a Carpet Bed, choose a warm, sunny situation, well away from large trees and shrubs. Carpet Beds cannot be successfully grown near large trees, as not only will their greedy roots deprive the soil of a large quantity of plant food and moisture so necessary for growing the plants quickly, but as these Carpet Bedding Plants require plenty of sunshine, the trees with shady branches will be a menace in this respect.

To secure the best effects, the plants must be grown very quickly, and it is, therefore, essential that the ground is in first class condition. The soil must be well broken up, and at least 18 inches deep, and while being dug, well enriched with manure. When planting out, leave a space of at least 6 inches between the outer row of the plants and the edge of the lawn, or other setting being used. Some flowering plants may be utilised for Carpet Bedding, but with a few exceptions, foliage plants will be found most suitable, and are the ones likely to prove most satisfactory, particularly in the hands of the inexperienced gardener, as they are most easily managed, and will stand severe clipping better than many of the fine flowering plants suitable.

The best foliage plants suitable for Carpet Bedding are Alternanthera, Echevaria, Cineraria, Maritimum, Iresine and Pyrethrum, Golden Gem. For working in the color scheme, the following flowering plants are especially suitable:—Lobelia, Scarlet Geranium, Gazania, Pansy, Petunia, Verbena, Viola, Blue Ageratum, Phlox Drummondii, Alyssum, Little Gem. The Anternantheras, Echevarias and Iresines are propagated from cuttings, which, taken from the old plants, are carried through the Winter under heat, and planted out in the Spring.

## KITCHEN GARDEN.

This month brings us to the turning point of the season, and the utmost effort has to be made to secure the main crops of the leading vegetables. Cabbage and Cauliflower must be sown largely for planting by the New Year; and Brussel's Sprouts, Kale and Savoy. Seed beds are best narrow and dished a little at the edges to conserve the moisture. Do not sow too thickly; plants will be much stronger for a little room.

Potatoes planted by the end of the month in favourable soil will be ready to dig in March.

Celery plants should be put out now in trenches where the soil is deep; on shallow soils they are best on the surface, and for bleaching the soil may be mounded up.

Tomatoes will be growing strong now. Keep the lateral shoots pinched off. The fruit is borne upon the main stems, two of which are sufficient if tied to stakes; when grown on trellis, five or six may be trained. Melons, Pumpkins, Marrows will be growing freely, and will be helped with liquid manure or superphosphates. A good mulch of stable manure is very essential to keep the soil from baking around them.



S.M. Davison and A.S.M. Tait, of Westmere, snapped in front of their station garden.

## A Successful Career

*A sound education lies at the basis of success in life.*

*The educated man is sure of himself, he knows his powers and how to use them. He is at home in the world. His work is not dreary drudgery but satisfactory effort directed towards desirable ends.*

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**The Federal Coaching College** 422 LITTLE COLLINS  
ST., MELBOURNE

Principal—M. PHILLIPS, B.A., Dip. Ed., assisted by a staff of  
University Graduates. Prospectus on application.

Phone : Central 7690



VICTORIAN RAILWAYS

## Our Christmas Job

**T**O the average man, Christmas pre-supposes holiday, relaxation, and the laying aside of business worries. To the railwayman, it means increased activity, heavier tasks, and often greater responsibilities.

But that is the railwayman's job. He knows that the customers of his business will make four-fold demands on that willing and courteous service he offers them every day, and he is prepared to meet them all the way.

A minute's thought, and our customers will realise this. All we ask is that, in our big job of transporting them over the State, they will more than ever help us to help them. The very magnitude of our task multiplies their opportunities for it.

**WE, MEMBERS BOTH OF THE PUBLIC AND OF ITS BIGGEST BUSINESS UNDERTAKING, MUST RADIATE THAT SPIRIT OF CHRISTMAS GOODWILL WHICH, AFTER ALL, IS THE ESSENCE OF CO-OPERATION — OUR ALL-THE-YEAR-ROUND JOB.**

And that is our Christmas message, which carries with it the best wishes of

*David W. Clapp* Chairman  
*W. W. Johnson* Commissioner  
*S. H. Colman* Commissioner

CONSTRUCTIVE CRITICISM AND SUGGESTIONS ARE INVITED